RAILROAD

MAGAZINE

OCTOBER 1973

75 CENTS

WHERE TO FIND STEAM IN MEXICO AND CENTRAL AMERICA

PHOTO-STORY BY B. THOMAS WALSH

If Mr. and Mrs. Bill Keller had known their son would choose the Navy after college, they could have saved $12,000.

Please send complete information about the Navy-Marine College Program.
Commander, Navy Recruiting Command
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BLDG. 157
WASHINGTON NAVY YARD
WASHINGTON, D.C. 20390

Your Name _____

Your Son's Name _____

Age _____

Address _____

City _____

State _____ Zip _____

THE NAVY

Of course Mr. and Mrs. Keller of Rockville Centre, Long Island, were pleased when their son chose the Navy after college. Especially proud because he received a commission as an officer. But financially, the Kellers—like many parents—missed the boat. They didn't realize the Navy might have paid for their son's college education through the Navy-Marine NROTC program, the Naval Reserve Officers Training Corps.

The NROTC Scholarship pays a student's full college tuition, cost of textbooks and instructional fees, and a monthly subsistence allowance. All this could be worth as much as $12,000 depending on which of the more than 40 colleges and universities with NROTC units he chooses.

NROTC students spend their college years in a normal course of study, with the addition of Naval Science courses. They also attend scheduled drills and summer training.

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If you think that your son can qualify, talk it over with him and the Navy Recruiter in your area. It just might be that if he's ready for college, the Navy or Marines is ready to send him.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies — Founded 1906

VOL. 94, No. 6, OCTOBER 1973

75 CENTS

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FEATURES and FICTION

Massachusetts Short Lines, by Sy Reich **13**
Photographs of the Month **14**
Colorado & Southern Diamond Jubilee **20**
Where Passengers Ride the Caboose by David I. Rees **26**
Trackside Grave, by Jack McLarn **29**
Steam in Mexico and Central America by B. Thomas Walsh **34**
Passenger Train Survey **50**
Interesting Railfans No. 130: Joseph Fox by Freeman Hubbard **52**
Kentucky Short Lines, by Sy Reich **61**

DEPARTMENTS

The Mail Car **2**
In Search of Steam **42**
Transit Topics **44**
Trackside in the Diesel Age ... **47**
Books of the Rails **57**
Information Booth **58**
The Hobby Club **60**
Pen Pals Wanted **61**
Coming Events **61**
The Switch List **62**

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Photograph by B. Thomas Walsh

One of the five daily passenger runs of the Pacific Electric line approaching San Jose, Costa Rica. **(See page 34.)**

THE MAIL CAR

where editors and readers meet

AUTUMN'S golden foliage is always pretty, whether it's on a fantrip in North America or, as our cover shows, on the Gotthard rail line in Switzerland. Walter Studer photographed the glimpse of a train on November 14, 1964, at Pianotondo in Ticino canton between Airolo and Biasca, courtesy of the Swiss Federal Railways. Although Switzerland is small, only 228 miles long and 197 miles wide, it has scenic grandeur and over 5,000 miles of rail lines which the Swiss rely upon to penetrate the Alps and link their landlocked nation with the outside world. Nearly all of Switzerland's almost 1,800 locomotives are electric; a few are steamers. A popular 16-day railfan tour of the country includes 28 rail systems, two streetcar lines, postal buses, boat trips, three funiculars, one aerial cable-car, and six steam-operated trains. ●

PERSONALITIES. A Timken Co. press release tells us that their new vice president, J. W. Pilz, was "born and educated in the public schools of North Canton, Ohio." We can't see how that happened unless North Canton had only two public schools, built flush against each other and connected by a passageway, and Mr. Pilz's mother was in the passageway at the time she gave birth to him. Later, of course, the future Timken official could have learned his three R's in those schools.

While revising material for a third edition of his *Ghost Railroads of Kentucky*, Elmer G. Sulzer, 5582 Cape Aqua Dr., Sarasota, Fla. 33581, made a surprising discovery. Despite the wholesale rail abandonments elsewhere, Kentucky has actually gained nearly 11 miles of track since the book's second edition came out in 1968. The state's only two abandonments in the interval were the entire Morehead & North Fork and 18.2 miles of the Frankfort & Cincinnati between Georgetown and Elsinore. But during that same period the Carrollton Railroad, owned by the Louisville & Nashville, extended its line 8 miles up the Ohio River from Carrollton to Ghent, while the Norfolk & Western built a 25-mile branch into Kentucky's Martin County. You don't need a mathematical wizard to figure a net gain of 10.8 miles.

Another author, Ole Winther Laursen, Nygade 20 III h, DK-8600 Silkeborg, Denmark, wants the present address of F. H. Worsfold, formerly of San Mateo, Calif. Who knows it? Ole has written several books on European railways and tramways, including one to be published soon by Oakwood Press in England, concerning the forgotten light railways of Europe. When it comes out, Ole, send our Gorton T. H. Wilbur a copy for review.

William Pennington, Western Pacific engineer and contributor to *Railroad Magazine*, died of a rare disease at age 65 in his home town, Portola, Calif. Bill had many friends. He was particularly helpful to Barbara Kreimer in answering technical questions for her.

New president of the Railroad Public Relations Association is Clifford G. Massoth, public relations and advertising director of the Illinois Central Gulf. He succeeds Martin M. Pomphrey of the Frisco Lines.

State police from Geneseo, N.Y., arrested a young engineer (name withheld) of the Lakeville, Avon & Livonia. A motorist had charged him with failure to signal at a crossing and making indecent gestures at drivers waiting for the train to pass. We don't know what happened at the hearing in court.

Coincidence: four days after Harold Hoffman hired out to the Big Four as a roundhouse laborer on Sept. 30, 1939, I trailed him as an engine wiper on the same roster. Many years passed. Penn Central fired us both. Last December 27th Harold took a job as courthouse custodian on the Logan County payroll; five days afterward I joined him on the same payroll as a radio dispatcher. "You are still following me," he said, "33 years later."—Si Herring, 932 Main St., Bellefontaine, Ohio 43311.

I loaned someone my copy of Freeman Hubbard's book, *The Roundhouse Cat*, now out of print, and never got it back. Where can I get another copy? —Walt Thayer (ex-Great Northern section worker), Box 75, Wenatchee, Wash. 98801.

Your write-up of me as an *Interesting Railfan* (July issue) is bringing many visitors to my home to see my collection of full-size railroad passenger cars.—Jim Bradley, 2 Bayview Heights, Stonington, Conn. 06378. ●

ONE bright spring morning over 50 years ago, engineer Johnny Clark was wheeling train No. 11 from Paris to Rowland on the old Kentucky Central branch of the Louisville & Nashville, writes James Aldredge in the Tulsa, Okla., *Sunday World*. Between Lancaster and Paint Lick (what a name for a town!) were two tunnels, both in a remote mountain area. Rattlesnakes made their dens in the high ledges and crags. This day one of them lay sunning itself on the edge of the rocks above the entrance to the longer tunnel. Just as No. 11 steamed into the dark portal, the rattler was dislodged from the rocks, probably by the train's vibration, and fell into the cab!

At first Johnny didn't see it. Then the snake wriggled up the reverse lever and coiled around his arm! Before it could strike, the hogger made a lightning-fast gesture. His free hand gripped the rattler just behind its head while with his left hand Johnny attended to his job. The train bounced along at a fairly good speed down grade on a rough road.

The fireman was back in the tender combing down coal. Seeing the reptile gave him a bad case of jitters. Instead of rushing to the engineer's rescue, he was paralyzed by fear. The train roared down the mountain so fast that if Johnny had quit his post even for a short time No. 11 would almost certainly have been derailed. He was in a very tight spot. With one strong hand he kept holding the rattler while the other gripped the lever. Johnny was grimly determined to get to Rowland, where he could stop and put into effect a plan of his own for the serpent.

Soon the mountain village hove into sight, and he reversed the lever. No. 11 slackened speed and the engineer brought her to a stop at the station. The terrified fireman leaped from the cab and fled. Then Johnny clambered down alongside the locomotive and his left hand opened a stopcock. His right hand brought the rattlesnake's head into the steam that poured forth.

The runner's hand was scalded, but he held the head firmly as the sinuous body writhed around his arm and its struggles to break free grew feebler and feebler. He didn't let loose until the snake's body went limp. Afterward, he took the body to Cincinnati, where it was mounted and hung in Superintendent Hood's office. But Johnny Clark kept the eight rattles himself and wore them as a watch charm. ●

COMMENTARY. Your *Abandonment of Trackage* is always interesting, but it saddens me to see so much track ruthlessly scrapped. Often

a piece in the middle of a branch line is torn up. As trains can no longer run through, business goes down the drain, and soon the railroad gets ICC permission to abandon the rest of the branch. —J. O. Howard, 3670 Schertzinger Rd., Columbus, Ohio 43320.

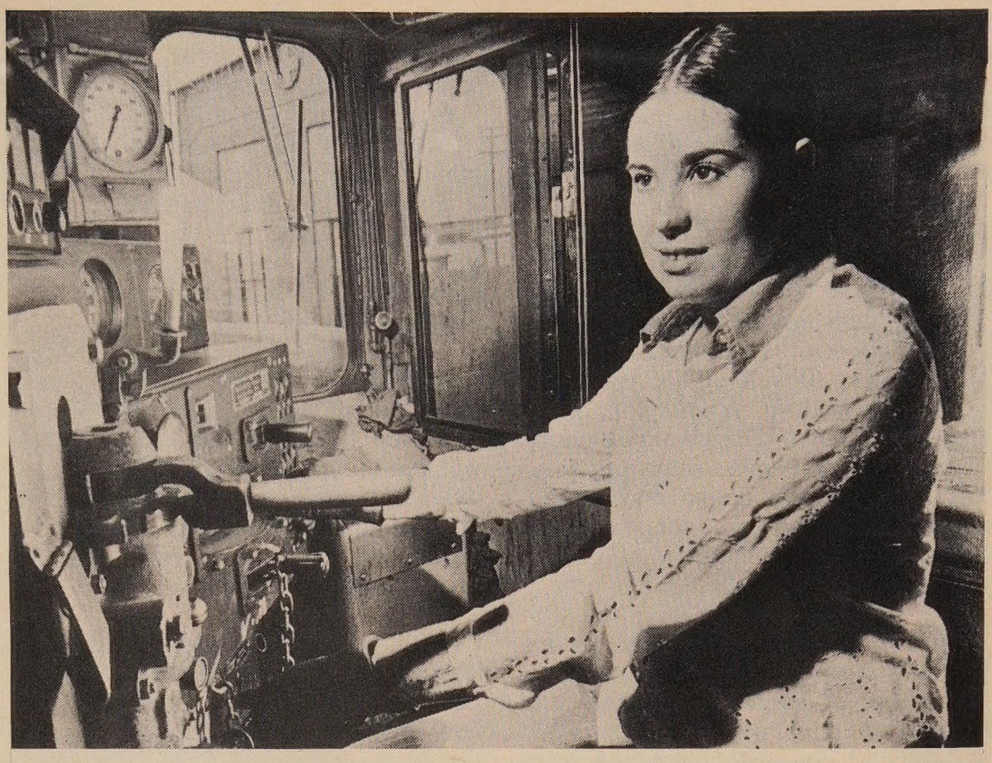
Fifty years ago the Burlington ran a mixed train each way over its branch line between Sterling, Colo., and Cheyenne, Wyo., daily except Sunday. The line was shut down and quiet every Sunday—not even any business on the dispatcher's phone. One Sunday morning I heard the section foreman at Arcola, Wyo., talking on the DS phone to the section boss at Cheyenne, discussing bedbugs. Funny, how trivial things stick in your mind! I wonder if that branch has since folded up and if the old Cheyenne section house still has bedbugs?—Clyde M. MacMillan, Soldiers Home, Box 343, Hot Springs, S.D. 57747. (*Ed. Note*: Arcola was named for the town in Italy where Napoleon won his first big battle.)

I cannot understand why any reader should object to rail-girl photos on your cover or inside the magazine. Every railroad man I know seems to like them. Years ago, while in the Marine Corps, I took a girl into Espee yards in the San Francisco area and more than one hogger invited us into his cab, not for my sake but to get a closer look at the shapely female.—Victor Teach, P.O. Box 616, Laredo, Texas 78040.

"Who can tell me why dome cars on the Illinois Central Gulf have steel panels instead of windows at the ends of the domes?" asks Bob Wayner, publisher of many railbooks, P.O. Box 871, New York, N.Y. 10023.

One of the worst suggestions we've ever heard was made by trustees for the bankrupt Penn Central, who want the ICC to void job protection agreements signed by the carrier with labor organizations. The job protection agreements are legal contracts. A contract is a contract, and both parties are legally and morally bound to live up to its terms. The ICC should tell the PC trustees that their suggestion is unacceptable.—*Locomotive Engineer.*

Bert Pennypacker's "Steam Days on the Pennsy's Middle Division" is an August feature I really enjoyed. The traffic volume in those years was almost incredible. Maybe the dispatcher should have given those switching moves to the tower operator in the form of a message, but I suppose he didn't because the trains were coming too thick and fast.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.



Christene Gonzales of Albuquerque, N.M., age 20, is the very first woman trainee for locomotive engineer on the Santa Fe. She weighs 130 pounds, is 5 feet 7 inches tall, and is shown at the throttle of 20-ton switching engine 4015 in Albuquerque yards. Chris comes from a railroad family, her mother being a Santa Fe trainmaster's secretary and her father a Southern Pacific conductor. Other relatives are, or were, a Pullman conductor, a SP conductor, a Santa Fe conductor, and a Harvey House girl.

Photograph by Norm Bergsma, Albuquerque Tribune

August *Railroad* was great. Most of all I welcomed the Amtrak rail-girl cover shot and the return of Jim Edmonston's *Trackside in the Diesel Age.* —Paul J. Templeton, Box 111, Mendon, N.Y. 14506.

I got a kick out of Frederick Schneider's fiction story, "The New Fireman," in July *Railroad.* It's been a long time since I had read a tale describing so well the old days of railroading. Back in 1907, at age 13, I read my first copy of your magazine. Fifty years ago I began working for the L&N's Kentucky Division, now called the Cincinnati Division.—F. L. McClanahan, 121 E. 8th Street, Paris, Ky. 40361. ●

DUE to the small size of our staff (only two persons in our editorial office, without a secretary) we cannot answer mail or phone queries for railroad information. You could get many of these answers yourself from *The Official Guide of the Railways,* a monthly which has 698 large pages and can be bought from National Railway Publication Co., 424 W. 33rd St., New York, N.Y., for $6.40 a copy or $48 a year.

The *Guide* lists all railroad lines in North and Central America, Puerto Rico, and Cuba, with addresses, officials, mileage, freight and passenger timetables, through passenger schedules, freight-only lines, Amtrak schedules, and maps of all important railroads. Also an index of all railroad stations, national parks in the U.S. and Canada, U.S. military posts and Federal hospitals, and steam navigation lines. Also information on the U.S. Dept. of Transportation, ICC, AAR, etc. All railfans should have it. Originals of most issues since Jan. 1870 are available from the publisher. Many may be had through our own *Switch List.* ●

NEWSCAST. The Senate voted 80 to 6 for up to $2 billion in Federal loan guarantees for railroads wanting to buy more freight cars, but what the House of Representatives will do about it is unknown as we go to press. Last year a similar Senate bill died in the House. A chronic shortage of freight cars is blamed partly on the inability of railroads to keep track of the cars they have. The Senate bill includes $10 million to set up a computerized freight-car locator system.

Penn Central trustees put their fingers squarely on their basic problem. "Traffic has shown modest increases," they said, "but service shortcomings,

keep it from growing nearly fast enough to offset the losses." In other words, PC has no funds to improve its lines and equipment to attract new business. This is a simple restatement of the old principle that it takes money to make money.

Southern Pacific and its insurance carriers have filed a $23.35 million damage claim against the Navy, due to the explosion of an ammunition train last April in SP's Roseville yard. The SP claim, filed in Washington, D.C., charges defective design, manufacture, and testing of bombs, improper loading, and defective design and maintenance of the boxcars containing the bombs. An SP spokesman said there was no evidence of sabotage.

A new Engineering Division to service any existing license agreements for the design of suspension systems and trucks for mainline passenger, rapid transit, and commuter cars and locomotives is announced by General Steel Industries, Inc. It will serve as consulting engineers for transportation needs.

The U.S. Department of Transportation has approved a $17.2-million loan to Penn Central for repairs as a result of Hurricane Agnes last year.

A tornado recently lifted a section of a moving PC freight and slammed it into another train that stood on a siding at Wayne Center, Ohio. The trains involved had 131 cars northbound and 91 southbound, but nobody was hurt. Six cars were derailed.

Norfolk & Western, which hauls about one of every seven new vehicles produced by the automotive industry, will spend $13.9 million for 439 new multi-level racks and rack cars to handle anticipated boosts in automobile production. Delivery of the multi-levels should be completed early in 1974.

With grain exports to Russia as a leading factor, the nation's railroads handled an all-time record of 809.1 billion ton-miles of freight traffic during the 12 months ended June 30th, states the Association of American Railroads. Unfortunately, those exports created a scarcity of grain in the United States which led directly to even higher prices for bread and for grain-fed livestock and poultry. So the shippers profited and the railroads profited, but the American people as a whole lost out.

Vermont Transportation Authority has agreed to concentrate on two out-of-state firms in its negotiations for the rehabilitation and operation of the St. Johnsbury & Lamoille County Railroad. The Authority is dealing with Morrison-Knudsen Co. of Boise, Idaho, and Fay Associates of Boston, which have made a joint proposal.

The $1.8 million Pennsylvania Museum of Rail Transportation in Strasburg is 60 percent complete, but a water problem has officials at bay over the completion date. Rock-blasters struck water, which, in addition to heavy rainfall, flooded the project. Instead of this December, the museum is not likely to be completed until early next year, reports L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

Reading Co. commuter runs will be taken over by the Southeastern Pennsylvania Transportation Authority in five counties of the state. The bankrupt road's trustees and the U.S. District Court have approved this move. Judge Ditter says: "Section 77 of the Bankruptcy Act mandates reorganization if possible, and in my opinion that possibility still exists if the Reading is relieved of its debilitating passenger service." However, a "fly in the ointment" is that SEPTA must first get much-needed funds to begin the service.

New technologies keep improving freight operation. For example, $20,000 for a research project to minimize wear and tear on the wheels of heavy freight equipment has been given by the Pennsylvania Science & Engineering Foundation to the Sheffield Fabricating & Machine Co. at Aliquippa, Pa., with the Bessemer & Lake Erie and Pittsburgh & Lake Erie roads cooperating.

B&O and its affiliated Western Maryland have asked the ICC for WM trackage rights over 184 miles of B&O tracks in Maryland, Pennsylvania, and West Virginia. At the same time WM seeks to abandon 125 miles of parallel trackage in the area. Under this plan, WM trains would use B&O rails between Cherry Run, W. Va., and Connellsville, Pa., and between Cumberland, Md., and W. Va. Central Jct. near Piedmont, W. Va., but certain parts of the Western Maryland's parallel lines would be retained to serve freight customers.

The Central Vermont made a profit in 1972, reports Robert A. Bandeen, president, voicing the hope that better time will be achieved by the *Montrealer* and the *Washingtonian,* the two Amtrack trains using the CV in runs between Montreal and Washington. Bob says the CV has the equipment and roadbed to keep them on time if they are "delivered" on schedule by other railroads. Part of the slowdown is due to customs inspection stops at the border.

At last, funds for mass transit are going to be released from the Highway Trust Fund. A Senate-House conference has broken the deadlock over tapping the road kitty for mass transit so that up to $200 million can be spent on buses during the fiscal year starting July 1, 1974, plus $800 million available for trains and buses in 1975. But why are buses given the preference over trains?

Burning about 4000 barrels of oil a day, the world's fastest container ship, the 946-foot *Sea-Land Commerce,* crossed the Atlantic from Seattle, Wash., to Japan in 5½ days, averaging about 38 mph. Her first trip carried 1,050 cargo vans which trains had hauled to the waterfront.

General Railway Signal Co. has contracts for highway crossing protection equipment on the Algoma Central, Florida East Coast, Penn Central, Columbia & Cowlitz, and Reading.

Long Island Rail Road boasts of major citations awarded by the Nation-

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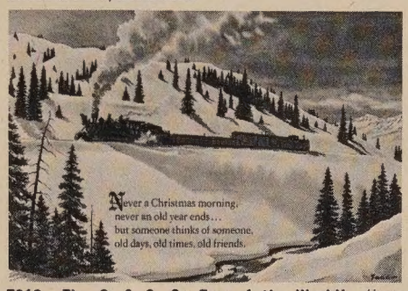
T807 Pride of the Northwest—Merry Christmas and Happy New Year—**Mountain type, Great Northern locomotive in western Montana.**

T610 Holiday Local to the North Country—Peace and Good Will at Christmas and through all the New Year—**Boston & Maine Pacific type**

T611 Here Comes the Chief!—Christmas Greetings and Best Wishes for all the Year—**Santa Fe Chief on Glorieta Pass, eastbound**

T612 The Lackawanna Rolls East—With every Good Wish for Christmas and the New Year—**Hudson type locomotive out of Scranton**



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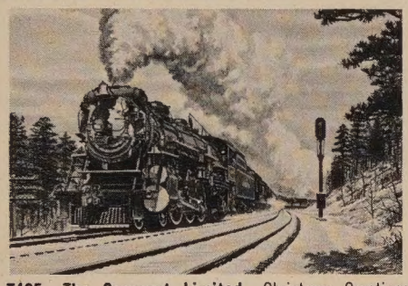
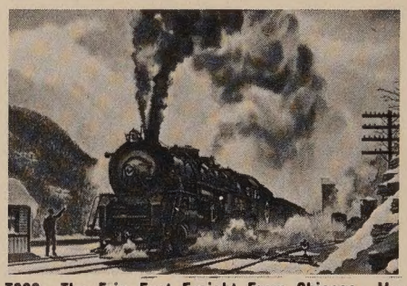


T405 The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**

T509 Fresh Trees and Full Steam—With Best Wishes at Christmas and through all the New Year—**"Mogul" narrow gauge**



T809 The Erie Fast Freight From Chicago—May there come to you this holiday Health, Happiness and Friendships—**Erie Railroad's Berkshire Engine**

T808 The Wabash Cannonball—Best Wishes at Christmas and Happiness through the Coming Year—**Colorful engine rolling in the Indiana countryside**

T406 Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine**

T224 Headed for Trout Creek Pass—Merry Christmas and Happy New Year—**Colorado Midland, South Park in 1890**

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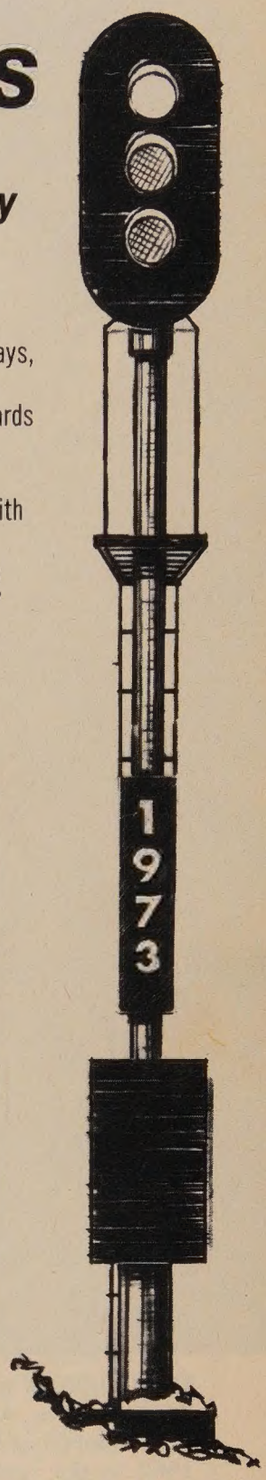

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Terry Sullivan and Linda McCormick, passengers aboard a Skyview car on the Canadian National train *Ocean*, enthuse over the panorama unfolding before them as the train rolls from Jasper to Prince Rupert in mountainous British Columbia. CN acquired seven of theses cars from the Milwaukee Road and used them on the *Ocean*, Nos. 9 and 10, from about 1967 to the spring of 1969, then dropped them. The cars are now in mothballs in the Maritimes. Photo is dated 1968.
Canadian National photograph

al Safety Council. Its Substation Department, with 91 men, operated a total of 318,466 man-hours since June 14, 1971, without a reportable accident. The Holban freight crew made a similar record with 30 men working 140,750 man-hours since July 1, 1970.

ICC is letting the Southern Ry. acquire the Tennessee Railroad for 20,000 shares of Southern no-par common stock. The short line, in receivership since 1959, links Oneida with Fork Mountain, 56.65 miles, hauling only coal. ICC said: "Southern has resources and the ability to carry out a development program." We like the new slogan which this road is now painting on its freight cars. In addition to the old slogan, "Southern serves the South," the cars announce. "Southern gives the green light to innovations."

Two portable ramps for loading and unloading flatcars circus-style feature the Union Pacific's newly-opened intermodal freight terminal at Omaha on a nine-acre site of the old Union Station passenger yard. Supplementing two parallel tracks with a standing capacity of 32 flatcars are individual parking spaces for 300 highway trailers. The unloading system was first used by P.T. Barnum's circus in the 1870s.

Napoleon's glory ended at Waterloo. So did the Reader Railroad's. The steam line made its final regularly scheduled run from Reader, Ark., to Waterloo, Ark., last May 19th. Effective on that date, the little road reluctantly embargoed all traffic to and from its three southernmost stations: Anthony switch, Ames, and Waterloo. Dismantling the line began June 12th northward from Waterloo to Dills Mills.

As we go to press, there is a possibility that the Reader Railroad Foundation, Inc., will run a few round trips between Reader and Dills Mills on Sunday afternoons late this season. The Foundation succeeded in getting the legislature to pass a bill earlier this year authorizing the State Parks and Tourism Department to issue revenue bonds totaling $250,000 to buy at least part of the railroad and preserve it as a tourist attraction. ●

THE HANDLING of huge volumes of coal, ore, and grain has made the Norfolk & Western a leader in the field. Its story is full of interest. Moving heavy freights that can weigh as much as 25,000 tons each, with efficiency and at great speed, calls for sophisticated signals and communications devices, plus enginemen with years of experience. Constant testing assures that the equipment is up-to-date and functioning well.

Running these trains is a big challenge to N&W men, especially since a large portion of track is in the mountains with steep grades, bridges, and tunnels. During the past eight years N&W originated about 80 million tons of coal a year over its line. Visualize all that shiny black stuff piled up in one super-gigantic pyramid, and think of the hard, grimy toil involved in digging it out of underground mines and what effect its dust must have on the miners' lungs!

From Norfolk port on the Atlantic Coast, the steel rails wind westward toward far-off Kansas City and Omaha, passing through the Pocahontas coalfields of West Virginia and parts of Virginia and Kentucky, the golden grain belts of Indiana and Illinois, and the smoked-polluted and river-poisoned industrial areas of Ohio and Pennsylvania. Millions of tons of coal are moved for transloading into ocean freighters at N&W piers in Norfolk. A lot of the world's work is done there. To reach this destination, trains roll endlessly across forested mountain ranges like the Appalachian, the Allegheny, and the storied Blue Ridge. Ruling grades for loaded movement over the Appalachian are 2.0 percent from Elmore to Clarks Gap, about 15 miles, and from Welch to Bluefield about 1.4 percent for 33 miles. All four points are in West Virginia.

Descending grades for the loaded movement from the Appalachian range are 1.6 percent for a distance of 19 miles east of Bluefield and 1.5 percent for 32 miles east of Clarks Gap. On down grades, when a train is ready to go, the engineman on the head end communicates with the helper at the rear. The latter opens his throttle and pushes the entire consist into motion. The lead locomotive has its engine brake applied until the train is rolling so as to keep compressed the cushioning effect of the draft gear. Speed is checked with dynamic brake resistance and air-brake applications.

Locomotives that wheel ponderous trains through the mountains need these dynamic brakes as well as the standard brake system. N&W has found that the dynamic brake is essential on long downhill grades and in maintain-

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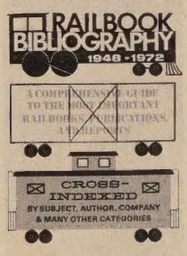

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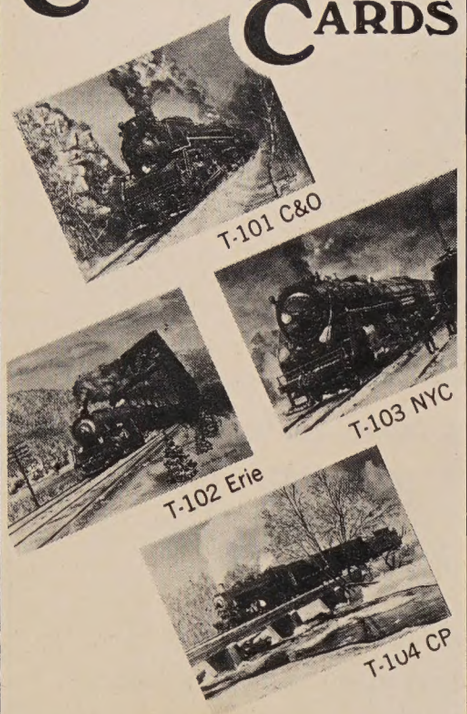

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ing the locomotive's capacity to climb grades. Dynamic brakes let the engineman apply and release braking effort to aid in controlling his consist without releasing the train air-brakes, which allow the train to roll free. Locos are coupled in multiples as needed to move the tonnage over any particular district according to the horsepower requirements for that district. Such operation permits maximum use of locomotives and minimal use of hp on trains not having heavy hp requirements.

Experience in hauling and switching massive trains in the mountains has led to operating rules unlike those for high-balling and shunting smaller trains on easier grades. Each train is unlike all others as far as its momentum on descending grades is concerned. Enginemen must be expert to control similar drags over the same terrain by varying pounds of brake-cylinder pressure and dynamic brake resistance. And these, according to the *N&W Magazine*, are some of the problems involved in rolling heavy tonnage over the mountains. ●

A SAFETY picnic is staged each year jointly by Penn Central and the Metropolitan Transportation Authority of New York. Last July 350 kids from poor neighborhoods, well chaperoned, were taken by train to Croton Point Park for food, games, and sports. En route, L. R. Reynolds, a Penn Central supervisor, lectured them on the intercom system. First, they were warned about the third rail, "the current which comes from the third rail and 660 reasons why kids shouldn't go near it . . . the 660 reasons are called volts and they can kill you."

Over the years, many youngsters have been electrocuted while playing on tracks, and no fence seems high enough to dissuade the more adventurous kids. So Reynolds emphasized the peril. The kids were also given red folders containing pictures, comic books, and brochures, all concerned with trains, railroads, and safety. One paragraph told how "passengers and railroad workers have been injured by someone throwing stones and other objects. Flying glass from broken train windows has even caused blindness to some persons."

Vandalism is a complex and expensive problem for the railroad, forcing it to use helicopters and patrol cars to nab troublemakers. ●

SHIPPING problems, too few rail cars, and the energy crisis are contributing to the short supply and rising prices of food. So said three radio farm editors in a nation-wide broadcast sponsored by the U.S. Chamber of Commerce. "The continuing shortages of hopper cars is a decided factor in getting farm products to market," according to Don Tuttle of WTIC, Hartford, Conn. He found well-informed people "scared to death that if Penn Central goes out of business, so will agriculture in the areas it serves." Chuck Miller of KOA, Denver, termed the rail-car shortages a "constant, persistent, chronic problem." He cited the case of a Colorado grain-elevator operator who ordered rail cars in July being promised delivery in December! Another factor in boosting food prices, states Bob Miller of WLW, Cincinnati, is the restrictions imposed on the production and marketing of farm goods. ●

TO SAVE FUEL, many railroads are tightening up their operating procedures, consolidating trains to make them fewer and bigger, reducing the frequency of branch-line service, and inactivating locos overnight instead of idling them. Executives are plainly concerned.

"Our fuel supply has been cut below last year's level of consumption," says Eugene O. Snyder, superintendent of Buffalo terminal operations for the Erie Lackawanna and Norfolk & Western. "We've arranged to use yard engines for only one eight-hour shift each day, shutting them down the rest of the time."

Penn Central is taking similar steps, system-wide. A brass collar says: "We have curtailed our operations. Instead of sending a freight train out with two or three cars, we hold it long enough to accumulate more loads. In upstate New York, for example, our local train between Auburn and DeWitt on the Buffalo Division near Syracuse used to operate five days a week but now runs only on Tuesdays and Fridays."

In some cases, however, service has been cut because it was unprofitable and not due to the fuel problem. ●

BRIEFLY SPEAKING. In 1871, buffalo in our West were so numerous that Union Pacific builder Colonel Dodge reported riding a train 25 miles through a single herd! The total number in those days is estimated by the American Museum of Natural History to have been 80 or 90 million! Then the wholesale slaughter began. By the early 1900's less than a thousand bison were left, which created a serious food problem for the Indians. Today there are only about 700, all of them protected in national parks or zoos. Civilization is not an unmixed blessing.

Why has the observation car *Rocky Mountain*, formerly owned by High

Each July 4th a big circus parade is held in Milwaukee. The equipment for it is hauled by special train from the famous Circus World Museum in Baraboo, Wisconsin. We see the Southern's handsome green engine 4501 en route to Baraboo for that purpose, crossing Rock River bridge on Chicago & North Western rails last June 28th. The scene is a joy to steam fans.
Jerrold F. Hilton, 17775 Royalcrest Drive, Brookfield, Wis. 53005

Iron Co., been stored in the East Yard here for over a year? Any plans for its future use?—John Kunis, 707 Virginia Ave., Cumberland, Md. 21502.

In the 1840s the Camden & Amboy (now part of Penn Central), which went through a garden region of New Jersey, ran a special express train, known as the "Pea Line," to pick up farmers' produce for New York City. By the 1860's New Yorkers were eating produce shipped from the truck gardens around the new rail center of Norfolk, Va., and an enterprising merchant in Chicago imported green peas from New Orleans at $8 a bushel.

So uninhabited was the West even less than a century ago that the Santa Fe Railway sold Kansas land to Mennonites for $4.17 an acre and then chartered a ship to bring them over from Germany. ●

OLDTIMERS recall the days when Chicago gandy dancers, during the slack season, lived along West Madison Street skid row. But a few years from now, writes George Grimsrud in the Chicago *Sun-Times,* track crew men of the Chicago & North Western could conceivably move into mansions—that is, if some stock-market formulas are applied to one of the most unusual financial maneuvers of recent years.

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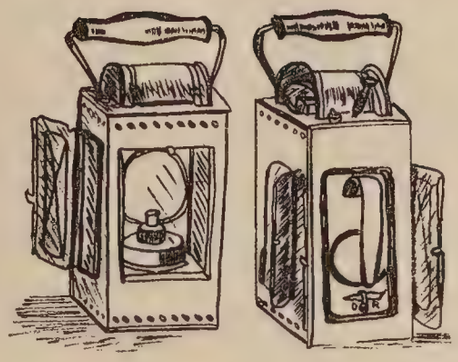

These are carbide lanterns with glass inserts on three sides. Most have carbide in the containers, and those we have adjusted for our own shop all operate. Each lantern is signed with various German identifying marks (see illustration). Cases are made from steel or brass or a combination of the two.

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About a year ago, Northwest Industries sold the C&NW to the railroad's employes, who set up the C&NW Transportation Co. Originally, 300,000 shares of stock were offered to employes at $50 a share, but only 72,905 shares were sold. The deal stood anyway, and a thousand employes bought the nation's 12th largest railroad for $3.6 million.

Since then, things have been going so well that C&NW directors proposed a whopping 60-for-1 stock split. By one method of reckoning, the new stock could be worth almost as much as the original, which means the lucky employe's investment could multiply 60 times! Here's how: In the first quarter of this year the railroad reported earnings of $5 million, or $68.71 a share. If profits remain at that level, full-year earnings would be $20 million, or about $275 a share. If the marketplace were to decide that the price of the stock should be 10 times annual earnings, the stock would sell for an amazing $2,750 a share! But it's not likely that will ever happen. ●

WRECK of the Southern Railways' southbound *Royal Palm* (train 101 with engine 1456 and 9 cars) and the northbound *Ponce de Leon* (train 2, engine 1219 and 10 cars, the first of two sections) occurred on Dec. 23, 1926, in Rockmart, Ga., some 50 miles north of Atlanta and in single-track territory, at about 6:40 a.m. Northbound trains were superior by direction; but to favor southbound trains on an ascending grade, it was common practice for them to enter the siding at Rockmart to meet southbound trains. The *Royal Palm* had stopped before the switch to wait for the *Ponce de Leon* to take the siding.

Meanwhile in Atlanta, the *Ponce de Leon* had received orders to take the siding for the *Royal Palm*. However, at McPherson, 11 miles south of Rockmart, the road foreman of engines, who had been riding in the car next to the engine, boarded the 1219 and took charge of her. The engineer then went back to ride the cushions. He claimed later that he had told the official of the order to take the siding, but the *Ponce de Leon* sped past the siding at better than 50 mph, crashing head-on into the *Royal Palm*!

Both engines were derailed. The *Ponce de Leon*'s tender and the combine next to it were demolished and a coach telescoped the diner. The *Royal Palm*'s first two cars were derailed and badly damaged. Eleven passengers, seven employes, and a news agent perished, while 113 passengers and 10 employes were injured. Most of the fatalities occurred in the *Ponce de Leon*'s diner.

The ICC report said: "This accident was caused by either the failure of road foreman of engines Pearce and engineman Keith, of train first No. 2, to have a thorough understanding as to the contents of train order No. 92, which required their train to take siding at Rockmart for train No. 101, or by the road foreman's failure to remember it."

Shortly before this tragedy, the Southern had two other fatal "cornfield meets" between northbound and southbound Florida expresses, both on single-track sections, due to the same general cause! One was on Sept. 24, 1925, in Chickamauga, Tenn., between the *Dixie Flyers* and the other on April 25, 1926, at Gamble, Ala., between the *Seminole Limiteds*, with a total of 24 deaths and 144 injuries.

Then on Nov. 11, 1929, presumably some part of a detached truck ditched all 13 cars of the northbound *Ponce de Leon* at Glen Mary, Tenn. The engine and several cars fell down an embankment, killing the engine crew, a mail clerk, and two passengers, besides injuring 50 other persons. This letter answers Roger Heidlenerg's query in your August issue.—Frank T. Reilly, 16 Sanford St., Dover, N.J. 07801. ●

CANADIAN NOTES. Work is continuing at Point St. Charles shops of Canadian National on the overhaul of steam locomotive 6060. While this project cannot take precedence over the repair of diesels, it is expected that the steamer will be ready for testing by late fall. Formerly on public display at Jasper, Alta., the 6060 is being restored by CN for use on fantrips. The 6015 replaced her at Jasper.

Reports of railway accident investigations carried out by the Canadian Transport Commission are to be made public for the first time. A panel of CTC's Railway Transport Committee made this decision, reversing a 67-year-old policy set by the former Board of Railway Commissioners. It said refusal to disclose accident report findings has no basis in law and "the public has a right to know what is going on in this important area."

Canadian National locomotive engineers in the Vancouver area have reaffirmed an earlier decision to cut all ties with the International Brotherhood of Locomotive Engineers. The dissidents voted to continue withholding their union dues, including some $6,000 in back dues.

This action was taken because the international refuses to grant the Canadian section a national referendum on Canadian autonomy and refuses to represent the men. Jerry Staples, spokesman for the group, says the men involved will forfeit all seniority and be treated as spare workers.

The International Bridge which has spanned the Niagara River between Buffalo and Fort Erie since 1873 is now 100 years old. Instead of candles on a birthday cake, two markers were unveiled, on the American and Canadian sides respectively, honoring the bridge's builder, Sir Casmir S. Gzowski, a Polish-Canadian engineer.

CN has ordered 91 diesel locos worth $34 million from General Motors of Canada. It is the system's first large order of 3,000-hp, 4-axle units. They incorporate the new cab design developed by the railway and its locomotive engineers to improve comfort and safety. The GP-40-2 units will be built at GM's plant in London, Ont., for express train service. Delivery is scheduled for 1974.

To my surprise, while boarding CP Rail's new Vancouver-Victoria ferry *Carrier Princess* here the other day, I saw railroad tracks on the main deck,

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OVERSEAS. In the early 1800's, the Duke of Wellington was brilliant enough to defeat Napoleon at Waterloo and later become Prime Minister of Great Britain, but he was stupid in opposing the construction of rail lines for passenger travel.

"The railway," he said, "will only encourage the lower classes to move about needlessly."

If the Iron Duke were living now, he might be distressed at the widespread tendency of "the lower classes to move about needlessly," although this moving about is done largely in motor vehicles. Today, most railroad managements in America are as hostile to rail passenger travel as Wellington ever was—and not merely for "the lower classes."

A train robbery near Agrigento, Sicily, went off with clockwork precision except for one detail: it was the wrong train! Bandits who held it up at a lonely site called Omo Morto (Dead Man) stole mailbags containing registered letters and the local equivalent of $877 in checks they could not cash. Apparently they had mistaken the train for one which followed closely behind, carrying the equivalent of $526,000 in pension money.

Boarding a train for Rostov on a 34-day tour of Russia, my wife and I shared a compartment with two non-English-speaking women for the first 100 miles, after which they got off. Meanwhile, I had wandered into the sandwich car for cheese and black bread. A student followed me back to my cubicle. He knew enough English to engage in a two-hour gabfest, including a request to buy American dollars. Our friendly porter shared a crayfish meal with us. It was a pleasant change from the pickles, fish, and apricots we had been buying from trackside vendors.

Next evening at Orel we took the train for Moscow. When it became known that Yankees were aboard, fellow passengers began visiting us. An Asiatic Indian discussed the Vietnam and Israeli wars. One student talked about dormitory life in the U.S.A. and social aspects in general. Another said that while living in East Berlin he had learned to wear nice American clothes and drive an American car. These bull sessions ended at one a.m. when a bearded Russian and his young daughter entered our compartment and the girl fixed their bed, turned out the lights, and wished us a Soviet goodnight.—W. E. Boykin, 169 Clark St., New Britain, Conn. 06051.

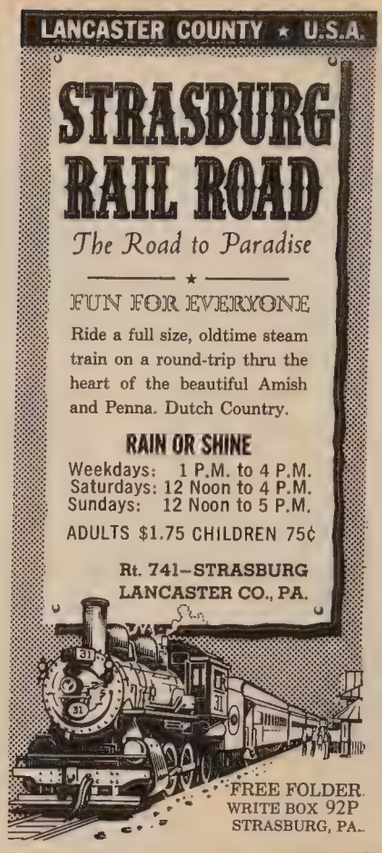
BRITAIN AND IRELAND. The Welsh station with the world's longest name (pictured in your June issue) was reopened last May. It had been closed since 1966, except briefly in 1970 after a disastrous fire at Britannia bridge which connects the Isle of Anglesey with the mainland. Souvenir platform tickets (6 inches long) remained on sale even while it was shut down. Printed by British Rail, 40,000 of them were sold last year by a cafe proprietor who had bought the building.

The Irish train mentioned in your same issue as having been robbed on February 20th was the *Enterprise Express*, not the *Flying Enterprise*. Hugh Wilmoth, who wrote your timely article, "Irish Rails in Peace and War," implies that rail timetables are free in England (as in North America). Actually, they cost 52 cents apiece. But often you can get free brochures with certain train timings, which Hugh may have had in mind.

His statement that "Ulster's railroads have not undertaken any new investment since 1968" is incorrect. The Lisburn-Antrim branch is now being brought up to mainline standards, and the *Enterprise Express* consists of new coaches and new diesel-electric locos, all delivered since 1970. Currently on order are some dieselized trains for suburban service, delivery date 1973-'74.

Radial tank engine 488, pictured in the same issue, was designed by W. Adams of the London & South Western and began service in 1882. Overhauled at Swindon works of the former Great Western (not London & GW), she now runs on the preserved Bluebell Ry. south of London. At least two more steam lines reopened in England recently: the Lakeside & Haverthwaite, 3½ miles, connecting with British Rail's "Sealink" sailings on Lake Windermere in Cumberland, and the novel Yorkshire Moors Ry. between Grossmont and Pickering in Yorkshire. Steam trains run on the YM's first four miles; diesel railcars over the entire 18 miles.—V. Burden, 11 Reighton Ave., York Y03 60S, England.

An anonymous reader who signs himself "Ulster Railroader, Scotland," writes: "True, Belfast stations have been hit, but I've still to see or hear of rail lines torn up in northern Ireland. As for York Road station, German bombing damaged it heavily in World War I. Prior to that, its glass-covered roof extended down the platforms but was later replaced by umbrella-type awnings. The statue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Wilmoth refers to may have been a memorial to railroaders killed in World War I.

"When Belfast had a trolley system, its cars came to the station to meet all trains. A terminal on the other side of the city had a similar facility. I don't know where your author got the River Tyne or the Grand Victoria Station—surely, he means the Foyle and the Great Victoria Station. Furthermore, Belfast has only three terminals, not five. Maybe he was thinking of Dublin. Plans call for eventually rebuilding and reopening the Belfast Central Railway. Derry trains will be rerouted from York Road Station to a new terminus."

The additional bombings predicted in Wilmoth's article have not yet come to pass. Swindon works date back to 1843, not 1854. The London & Great Western, being non-existent, could not have been the largest rail line anywhere. The L&SW, to use its correct designation, was responsible for building No. 488, one in a class of 63 engines. This railway also had its own locomotive works. The 488 was built in 1885, not 1854; is definitely not the world's oldest active steam loco.—David R. Webb, 29 Cedar Lane, Cockermouth, Cumberland CA 13 9HN, England.

"Irish Rails at Peace and War" is a good account of the situation as it exists today in both Ulster and Eire, but suffers from some inaccuracies and political overtones. Ulster is not "British held;" it is a province within the United Kingdom. The caption under Wilmoth's photo on page 54 (June issue) should have said No. 488 was built in 1885 by Beyer-Peacock at its Gorton works in Manchester, although the photo was made in Swindon shops. (*Ed. note*: An anonymous reader in Lawrence, Mass., says Neilson & Co. built her in Glasgow and she is the only survivor of her class.)

The United Kingdom's oldest working steam loco today is the George England 0-4-0WT *Shannon,* which was No. 5 on the Wantage Tramway. Built in 1857, she can be found at the Great Western Railway Society depot in Didcot. The Bluebell Ry. has not only the 488 but also three older locos, all 0-6-0T, in regular use. Two are Terrier class, built in 1872 and '75 respectively; the other is North London Ry. vintage of 1880. The Tal-y-Llyn Ry. in Wales has two very old engines in daily use: Tal-y-Llyn 0-4-2T, built in 1865, and Dolgoch 0-4-0WT, built in 1886. Nearby, the Festiniog Ry. currently has its 1863-built 0-4-0 *Prince*, now awaiting overhaul after being active until two years ago.—Dai Pickup, The Retreat, Ravenglass, Cumberland, Eng.

Britain's Post Office and British Rail are engaged in talks which are likely to lead to a massive shift of mail from the railways and onto the highways, such as happened in the United States. In its latest policy review British Rail set out a program of reorganizing its own parcel service by reducing its present 300 depots to 90 super-depots. Independently of this, the Post Office is now discussing the shift of much of its rail traffic on to the expanding motorway network. Its short-term contract with BR for the carriage of mail is being renegotiated.

NEW ZEALAND RAILWAYS did not have boomers like those in America, although when you go into loco service, as I did in 1954, you can transfer to other engine depots. I started out at Auckland; shifted to Penrose, which had three crews; then went to Morrisville, two crews; to Taumarunui, 36 crews; and back to Auckland which today has only yard crews. Now I work out of Westfield, nine miles to the south, the main depot and marshaling yard, where all mainline work also is done. Our freight trains consist of four-wheel cars. After reaching age 27, you are too old to join loco-running service.

To enter this service (at a younger age) you first become a locomotive trainee, go to school for three weeks, and take a correspondence course of 18 lessons. For the first three months after that you work around the depot, cleaning locos and assisting crews in diesel switching. Then you take a signal exam. Passing this gives you the right to run a switch engine. Six months later you take the loco assistant's exam: mechanical and signals, four hours each, and can go out on the mainline with a regular engineer.

After seven years and a 26-lesson correspondence course, you may take the 2nd-grade engine-drivers exam, consisting of an 8-hour signal paper, a 4-hour mechanical paper, and a 4-hour air-brake paper. The passing mark is 85 percent. But that isn't all. After three more years of driving you may take the 1st-grade engine-drivers exam. This lasts two days, as your 2nd-grade exam did. Then, if seniority permits, you may progress to the following jobs: shed driver, road foreman, assistant locomotive supervisor, locomotive supervisor (in charge of a depot), and finally chief loco supervisor.

New Zealanders can't move from one branch of rail service to another as you can in the U.S.A. when such jobs are open, but if your health is poor an easier rail job is found for you. We have a great many rail buffs and a few railfanettes. New Zealand

boasts two railfan clubs, one based in Auckland, with over 1,000 members, and one at Wellington, with branches throughout the country. Also many model railway clubs. American modeling has a big following here, as it has elsewhere throughout the globe.

New Zealand's philatelic tribute to its once-proud steam locomotives—now rapidly disappearing—is good news for collectors. Featured on each of four new stamps is a steam engine, beginning with the very first one built here to the last. All were built in this country.

N.Z. Rys. use two AB class 4-6-2 engines in summer on the 38-mile Lumsden-Kingston line, operating a replica of the old *Kingston Flyer* for fans and tourists. It makes two round trips daily. Its locos and passenger cars are brightly painted and well kept. The flagship of our passenger-train fleet in the air-conditioned *Silver Star,* with stainless-steel cars, which runs six nights a week both ways between Auckland and Wellington, 425 miles in 12½ hours. Our ordinary night express takes 14½ hours. The daytime air-conditioned *Silver Fern* railcar makes the same run in 11 hours.—B. D. John Bates, 9 Powell Pl., Henderson, Auckland 8, N.Z.

Massachusetts Short Lines

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Central Vermont Railway									
GR-12c	1500,1502	1200	GM-EMD	SW1200	B-B	36,000	248,380	1955	1,2
GR-12j	1509-1510	1200	GM-EMD	SW1200	B-B	40,000	247,000	1957	2,20
GR-12za	1511	1200	GM-EMD	SW1200	B-B	40,000	247,740	1960	2,21
MR-18a	3609-3614	1800	Alco Pr.	RS-11	B-B	53,000	226,790	1956	2,3
MRG-16c	3900-3901	1600	Alco	RS-3	B-B	46,000	249,270	1954	2,4
GR-17j	4547-4557	1750	GM-EMD	GP9	B-B	48,000	245,270	1957	2,5
GRG-17k	4923-4927	1750	GM-EMD	GP9	B-B	48,000	251,540	1957	2
GRG-17s	4928-4929	1750	GM-EMD	GP9	B-B	48,000	251,080	1957	2,19
MS-10d	8027	1000	Alco-GE	S4	B-B	34,000	229,700	1953	2,18
MS-10j	8080-8081	1000	Alco	S4	B-B	34,000	232,190	1955	2
MS-10a	8093-8095	1000	Alco-GE	S2	B-B	34,000	230,000	1941	2,6
MC-10b	8162	1000	Alco-Ge	S4	B-B	34,000	229,700	1951	2,7
Fore River Railroad									
—	10-11	300	GE	50-ton	B-B	25,000	100,000	1947	8
—	12,14	650	Whitcomb	65 DE-19a	B-B	32,250	130,000	1944	9
—	15-16	600	GE	70-ton	B-B	35,000	140,000	1941	10
Grafton & Upton Railroad									
—	9-10	380	GE	44-ton	B-B	26,500	88,000	1946	22
—	11	150	GE	25-ton	B-B	12,500	50,000	1947	11
—	12	600	GE	70-ton	B-B	35,000	140,000	1948	12
—	1001	1000	Alco-GE	S4	B-B	60,000	242,000	1952	
Hoosac Tunnel & Wilmington Railroad (abandoned)									
—	15	380	GE	44-ton	B-B	22,000	88,000	1943	13
—	16	380	GE	44-ton	B-B	22,000	88,000	1942	14
—	18	380	GE	44-ton	B-B	22,000	88,000	1940	15
—	23	600	GE	70-ton	B-B	35,000	140,000	1946	16
Providence & Worcester Railroad									
Ars 16 M	161-166	1600	Alco-GE	RS-3	B-B	52,000	248,000	1952	23
Union Freight Railroad									
—	1-5	380	GE	44-ton	B-B	22,000	88,000	1946	17

Roster is based on data from CV's mechanical officer; GTW's chief mechanical officer; Bethlehem Steel's mgr. of News Media Div.; FR's superintendent; G&U's gen. mgr.; George R. Silcott; C&C; Monsanto Industrial Chemical's supervisor of distribution; P&W's manager engineering and maintenance. Roster is accurate as of the second quarter, 1973. For the purpose of our rosters, a short line is defined as a common carrier railroad listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.; GE, General Electric. Tractive effort and weight in pounds.

(1) CV 1500, 1502 were originally Grand Trunk Western 1505, 1507; then GTW 1200, 1202 (1956); then GTW 1500, 1502 (1957); then CV 1500, 1502 (1963); then GTW 1500, 1502 (1968).

(2) All CV locomotives are leased from Canadian National except 8093-8095, leased from GTW.

(3) CV 3609-3614 were originally Duluth, Winnipeg & Pacific 3609-3614; then CV 3609-3614 (1967); then DW&P 3609-36-4 (1968).

(4) CV 3900-3901 were originally CV 1859-1860; then CV 3900-3901 (4/1/57); then CN 3900-3901 (1/2/58). CN 3900 was due to be retired in 1971; CN 3901 was retired (8/29/68).

(5) CV 4552-4557 were transferred to GTW, renumbered GTW 4552-4557 (1965).

(6) CV 8093 was originally GTW 7917, then CV 7917 (10/48), then CV 8093 (4/1/57), then GTW 8093 (1967). CV 8094-8095 were originally CV 7918-7919, then CV 8094-8095 (4/1/57). CV 8094-8095 were transferred to GTW, renumbered 8094-8095 (1967, 1968). GTW 8094 was scrapped.

(7) CV 8162 was originally CV 8015, then CV 8162 (4/1/57), then GTW 8162.

(8) FR 11 was sold to Bethlehem Steel Co., renumbered 30 (3/59). FR 10 was sold to J.A. Jones Construction Co.

(9) FR 12 was originally U.S. Army 8468; then S.A. Healy ?; then South Buffalo 44 (12/47); then FR 12 (11/48); then Conemaugh & Black Lick 56 (8/53); then Everett 56 (3/54); then Preston W. Duffy & Sons ? (1966). FR 14 was originally USA 8491; then S.A. Healy ?; then SB (12/47); then C&BL 52 (12/50); then FR 14 (5/53); then Marshall Equipment Co. 14 (11/17/56); then Canadian Car & Foundry 7 (12/56).

(10) FR 15-16 were originally Steelton & Highspire 35-36; then FR 15-16 (3/58).

(11) G&U 11 was sold to Monsanto Chemical Co., renumbered 1 (5/68); then sold to Massachusetts Iron & Metals (1956).

(12) G&U 12 was sold to the Claremont & Concord, renumbered 12 (7/54); then sold to the South Brooklyn, renumbered 12 (11/60); then renumbered SBK 20008, then SBK 12.

(13) HT&W 15 was originally Denver & Rio Grande Western 43, then Saratoga & Schuylerville 15, then HT&W 15, then C&C 15, then Raymond International ? (4401-4404 series), then Robur A.G. ?.

(14) HT&W 16 was originally D&RGW 39, then Sanford & Eastern 14 (1st), then HT&W 16.

(15) HT&W 18 was originally Boston & Maine 112, then HT&W 18 (11/60), then C&C 18 (2nd) (1961).

(16) HT&W 23 was originally S&S 11, then C&C 11, then Montpelier & Barre 23, then HT&W 23, then SBK 13 (11/60), then SBK 20009, then SBK 13.

(17) UF 1-5 were sold to Consumers Co., renumbered 106-1 through 106-5 (12/53). 106-1 was sold to Dolese & Shepard; 106-5 was sold to Vulcan Materials Co.

(18) CV 8027 was transferred to GTW, renumbered GTW 8027.

(19) CV 4929 was wrecked and scrapped (4/1/73).

(20) CV 1509-1510 were originally GTW 1269-1270; then GTW 1509-1510; then CV 1509-1510.

(21) CV 1511 was originally GTW 1511; then CV 1511.

(22) G&U 10 was sold to George R. Silcott, then to West End Foundry.

(23) P&W 161-166 were originally Delaware & Hudson 4071, 4075, 4078, 4082, 4084, 4094; then P&W 161-166. These units are leased from D&H.

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PHOTOGRAPHS OF THE MONTH

Site of Casey Jones' wreck, April 30, 1900. The National Park Service has announced that the location where he was killed, located at Vaughn, Miss., on ICG's Grenada District, has been officially entered in the National Register of Historic Places. Sears, Roebuck & Co. plans using Jones' two-story, wooden house in Jackson, Tenn., in Great American Home ad. It is a popular rail museum.
Illinois Central Gulf photograph

Many gals are train-watchers. One of them, Cindy Sullivan of Chicago, views the Rock Island's *Quad Cities* in Chicago area.
Robert W. Streich, 679 Saginaw Ave., Calumet City, Ill. 60409

It was one of those typical spring showers that greeted Southern's train No. 2 arriving at Alexandria, Va., in 1972.

Jammie A. Cook, 10th Ave., Mt. Vernon, N.Y. 10550

Robert Redden, 113 Munroe St., Lynn, Mass. 01901

Central Vermont No. 4925 way freight conductor receives new orders at Yantic, Conn., station on a day in March, 1973.

Southbound Central Vermont way freight glides past beautiful Coast Guard training ship *Eagle* at Coast Guard Academy moorings, New London, Conn. The CV right-of-way passes through Academy grounds enroute to northern New England.

Robert Redden, 113 Munroe St., Lynn, Mass. 01901

Canadian National Railways

High-wire act back in the steam age. Safety belts and a trained sense of balance support these railwaymen as they dangle precariously from a wire about the thickness of a man's finger. They are replacing a stretch of wire on the approach to CNR's Central Station in Montreal.

Amtrak's *Abe Lincoln* and *Prairie State Express* meet on the fly at small town of McLean, Ill., along the Illinois Central Gulf tracks.

Picturesque old brick station at Wallingford, Pa., a stop f or Penn Central commuters on Media line in Sept. 1972.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Switching crew of SCL GP-7 at Auburndale, Fla., takes a break. In old days, rest on company time was called "spot."

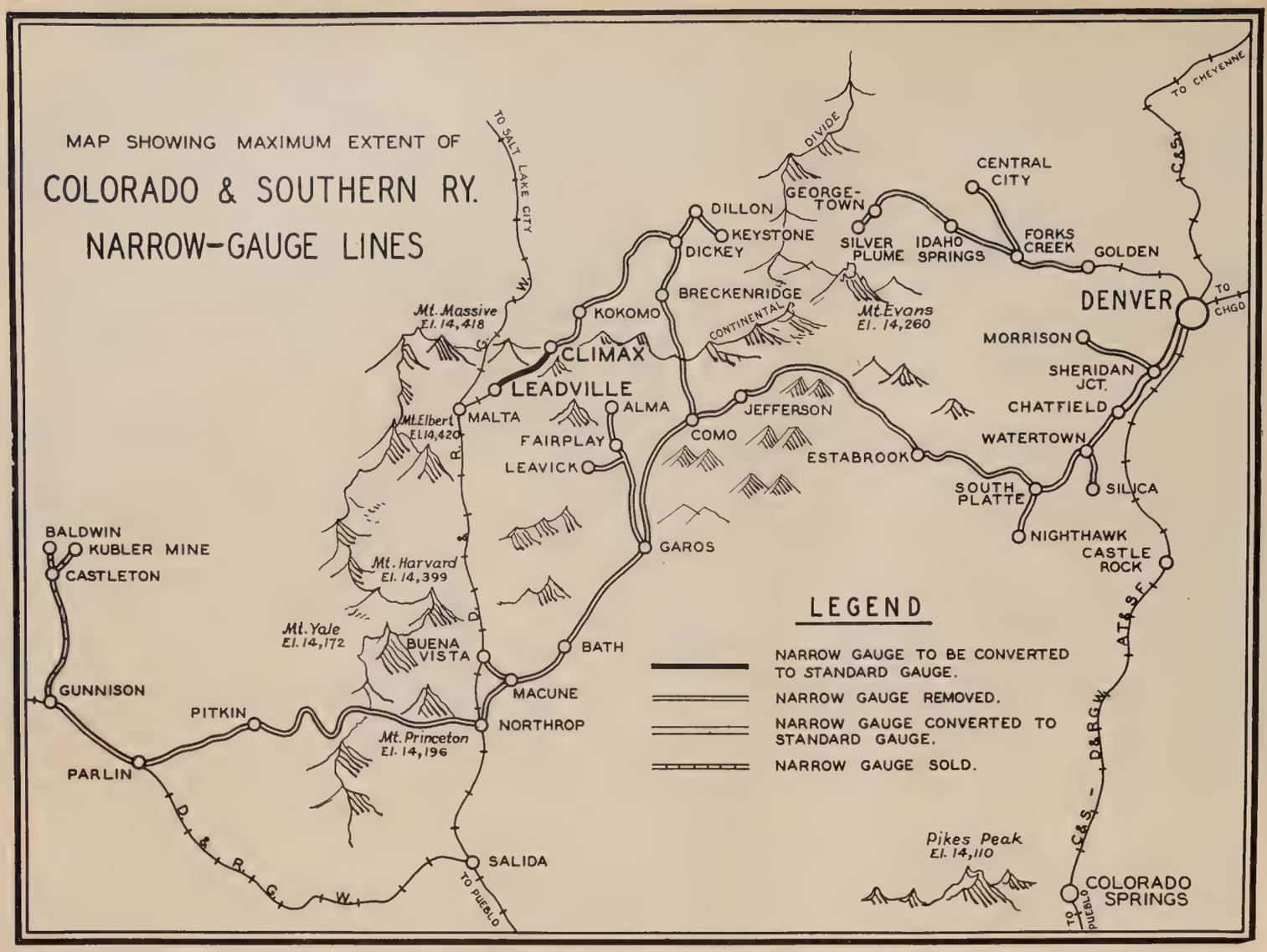
Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

Cdr. William D. Middleton, USN, UN Command/
U.S. Forces, Korea-ENJ, APO San Francisco, Calif. 96301

(Left) Korean National Railroad's stewardesses ready to board new electric operation on KNR's Chungang line inaugurated June 20, 1973. (bottom) Specially decorated Alsthom B-B-B electric loco 8001 hauled 4-car train out of Seoul station, with the Korean president, Park Chung Hee, among those taking trip.

Unit 4112 of old Southern Railway suburban stock at Waterloo Station, London. The unit is expected to be replaced soon.
R. E. Ruffell, 2-Victoria Villas, Little Sandhurst, near Camberley, Surrey, England

Wabash R.R. carferry *Detroit-2A* pushes ice floes aside as she leaves Windsor, Ont., for Detroit, on February 27, 1957.
Elmer Treloar, 101 California St., Highland Park, Mich. 48202



South Park memories. As Colorado & Southern celebrates its Diamond Jubilee this year, historians and railfans dream of other days when part of what is today C&S was Denver, South Park & Pacific. C&S was incorporated Dec. 19, 1898, for the purpose of acquiring by purchasing at foreclosure sale the property owned by the Union Pacific, Denver & Gulf Ry. and the Denver, Leadville & Gunnison Ry. In June, 1900, the road acquired the Leadville Mineral Belt Ry., which had built three miles of narrow-gauge road within the town of Leadville. This was converted to standard gauge in Aug. 1943 because of the molybdenum mine of the Climax Molybdenum Co., ending many years of three-foot operations on the C&S that at one time reached 400 miles. The C&S is now owned by the Burlington Northern and has 85 locos and over 700 miles of track.

Photograph by S. Ward Huntley, Jr.

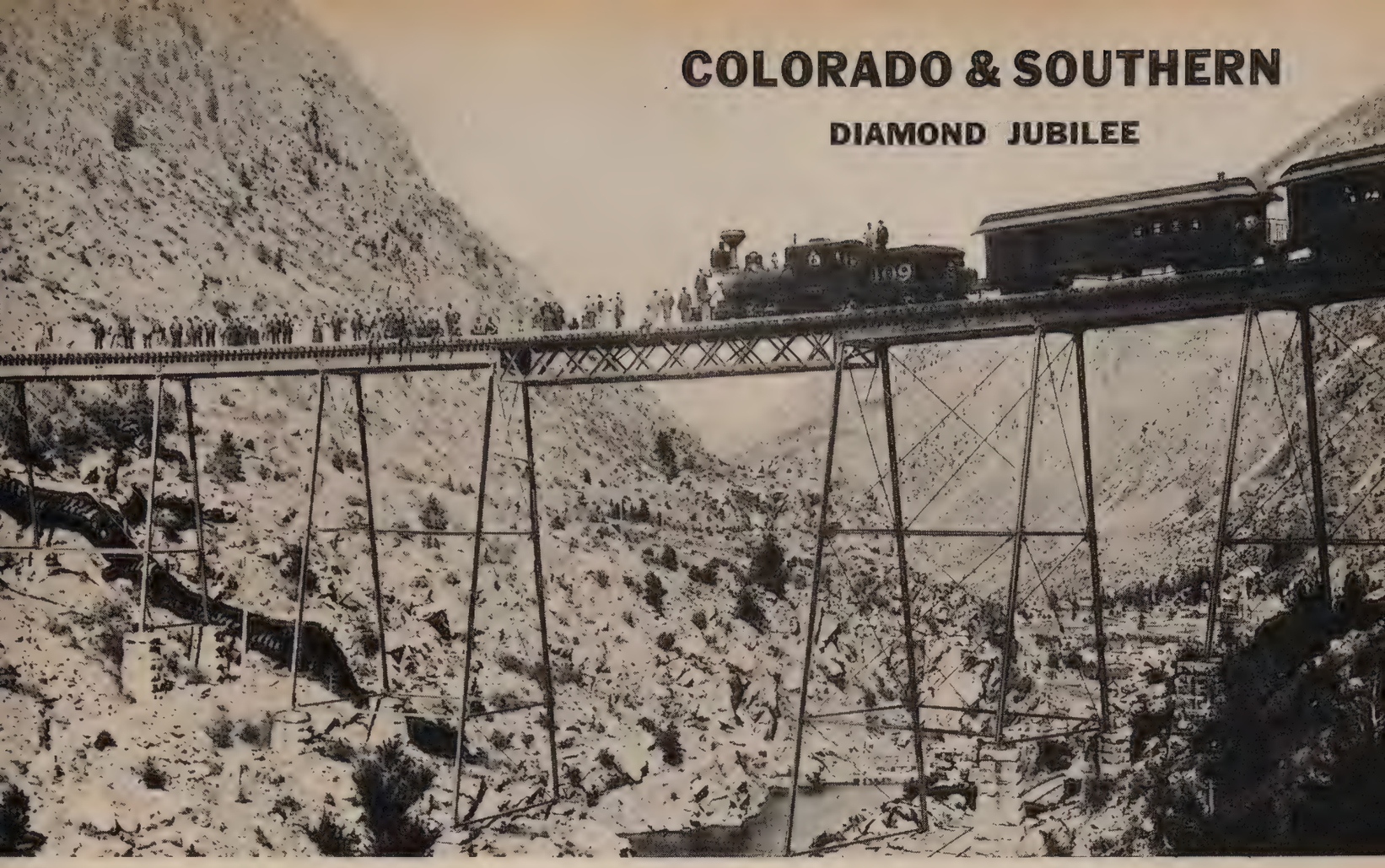
Unique part of C&S in '39 was a steam funnel in the Denver yards.

The old DSP&P depot at Como, Colo., with the order board still out in this '46 scene.

Photograph by Lad G. Arend

COLORADO & SOUTHERN

DIAMOND JUBILEE



(Top) Colorado Central train pauses on famed Georgetown Loop trestle in 1895 as onlookers take in panorama of canyon, mountains and the Loop. Built on a wide, graceful, single-track curve, it was 303 ft. long and rose to a maximum height of 77 feet above the bed of Clear Creek between Silver Plume and Georgetown, Colo. On next two pages Colorado & Southern narrow-gauge Consolidation 65 eases across this trestle on July 22, 1938. Trestle brought only $450 for scrap in 1939.

Photograph on next two pages by Henry R. Griffiths

Hard to believe, but when Colorado Central Mogul No. 60 took this spill in Boulder Canyon on April 4, 1893, the hoghead and fireman escaped injury. The diamond-stacked 2-6-0's slide down the embankment was caused by a broken tank flange.

Ghostly trail to yesterday. Sun-bleached ties of historic South Park line of Colorado & Southern stretch into distance near Como. This narrow-gauge road from Denver to Leadville through Platte Canyon, with its 3.7% grades and 28-degree curves, operated from 1878 until 1937. Telegraph line was then still in operation, but quit a short time later.

Photograph by W. C. Cuthbert

Forgotten sun-blistered old Como yard board as it still stood sentinel duty in '46.

Photograph by Lad G. Arend

Original DSP&P, later C&S, roundhouse at Como as it looked in 1946 and as late as 1969.

Photograph by Lad G. Arend

Old stone-fashioned Colorado & Southern narrow-gauge station as it slumbered out its days at Gunnison, Colo., in 1946.

Photograph by Lad G. Arend

C&S helpers, narrow-gauge Consolidation 68 and Mogul 9, climbing Clear Creek Canyon above Elk Creek station in Aug. '37. No. 70 is on head end, around curve. Moffat road had planned survey up canyon, tunneling under Jones Pass.
Photograph by Richard Kindig

Jim C. Seacrest, 2102 Birchwood Rd., North Platte, Neb. 69101

On an overcast afternoon in Aug. 1965 Colorado & Southern/Fort Worth & Denver No. 28, the *Gulf Coast Special*, pauses at Colorado Springs, Colo., to take on passengers. The unusual power combination on the head end, reminding one of the '40's, consists of C&S units E5 A unit 9951A (ex-CB&Q 9910A), 9950B *Silver Steed* (one of three remaining named units), and 9952A (ex-CB&Q 9911A). All C&S operation between Colorado Springs and Pueblo is under jurisdiction of Santa Fe.

WHERE PASSENGERS RIDE THE CABOOSE

BY DAVID I. REES

PROMPTLY at seven a.m., Monday through Friday, the friendly conductor of standard-gage Tucson, Cornelia & Gila Bend train Number 2 calls "'Board!" Thereupon one of the very few mixed trains still operating in the United States leaves the ornate depot at Ajo, Arizona, for the 43.3-mile run to Gila Bend (or just Gila, as it is listed in the Southern Pacific portion of *The Official Guide*), which connects with the SP's freight-only main line running between Yuma and Tucson.

A railfan or two, possibly some other out-of-state visitor, or a group of school children going for their first train ride may have boarded the rare passenger-carrying caboose for the round trip that will return them to Ajo shortly after eleven a.m.

The train, with diesel locomotive 52, picks its way through the Ajo yards with a couple of empty boxcars, four or five empty fuel-oil tankers and, most important of all if it is a Monday, six or seven specially-built flatcars, each one holding 260 precious anodes of almost pure copper. During the remaining Tuesday-

Riders disembark at Ajo, Ariz., from one of America's very few mixed trains, on the Tucson, Cornelia & Gila Bend.
All three photographs by the author

through-Friday runs, the consist generally includes only two cars of copper anodes. Each anode weighs about 750 pounds.

Leaving the sun-baked yards and powered by an up-graded Electro-Motive SW-2, 1500-hp, road-switcher, the train eases past the wye and toward Ajo's only railroad crossing. Continuous blasts of the diesel air-horn, combined with bell ringing, warn drowsy motorists who are either going to work or coming off the "graveyard shift" at the mine that the train is near the grade crossing. After that, the engineer picks up speed on the long eight-mile, downgrade tangent in the swirling dust.

The Tucson, Cornelia & Gila Bend was completed in 1916 to serve the revitalized mining town of Ajo, which is not only the earliest copper mine in Arizona but today one of the largest. The line was laid with 70-pound re-lay steel from the old El Paso & Southwestern. It used to operate two steam locomotives, No. 52, an Alco-built 2-6-2 bought from the EP&SW, and No. 53, a second-hand Baldwin of the same wheel arrangement, purchased from the Elgin, Joliet & Eastern.

Steam passenger service soon gave way to daily operation by an Edwards gasoline-covered rail-car, followed later by two "Galloping Geese," meaning a White motorbus on flanged wheels and a Chevrolet bus converted likewise. The year 1939 saw the TC&GB abandon steam. The present diesel took over as the sole motive power, with a daily mixed train occasionally backed up by one of the "Geese" until after World War II.

Clipping along between 30 and 35 miles per hour, the engineer of today's train sounds his air-horn for the Country Club Road crossing and makes a 30-pound airbrake reduction before swinging west on a sharp curve to enter Childs. This is the only station in the railroad's timetable that has more than a call-box and the only stop on the northbound trip. The crew drops off supplies, including, in the summertime, ice for the track-repair crews.

After the one- to two-minute stop, the engineer sounds off for Gila Bend. The train rounds another curve, this time to the north, and soon crosses the road's longest trestle, over what is known as Ten Mile Wash.

Two miles beyond is the most scenic portion of the route. Crossing this part of the Sonoran Desert is a low range of purplish cathedral-like mountains known as the Crater range, with towering spires of rock that offer the passengers a pleasant break in the desert monotony. As the mixed train leaves Crater Range it swings across the trestle at Rocky Point, which is listed on the timetable as a station but really is only a signboard marking the bridge.

Leaving Rocky Point, the train continues across the wasteland, quickly passing Midway, another so-called station, with a long-abandoned and dilapidated cattle-loading pen and remnants of siding switches that used to be a call-box. All quickly vanish in the yellow dust of the unballasted roadbed.

The TC&GB tracks converge with the Ajo-to-Gila Bend highway, State Route 85, fifteen miles south of Gila Bend, where both highway and railroad pass between high masses of dark volcanic lava that flowed long ago from the now-extinct Batamote Crater. Here the railroad spans another wide desert wash before plunging between the lava hills and past another abandoned call-box "station," shown on the timetable as Black Gap.

Somewhere along the next 15 miles the train will slow to a crawl when a track gang, out of Gila Bend, is working on the line. If the day is hot, as it usually is, the brakeman opens the caboose side door and dumps out a block of ice, which has been brought from Ajo for just this purpose. The gandy dancers wave joyous thanks and the train again picks up speed.

Shortly after 8:30 a.m., during a halt on the southern outskirts of Gila Bend, the brakeman uncouples the locomotive for switching around the wye. Then the diesel unit is recoupled, this time backward, for the last half-mile into Gila Bend. The caboose is spotted on the TC&GB house track just behind the sprawling Southern Pacific depot, and the conductor yells: "Gila Bend! End of the line! All out!" A helping hand down the caboose steps and the northbound trip is over.

Once the passengers are unloaded, the caboose is left at the depot. The crews climb aboard the locomotive to make up the "down" train from the cars that the Espee has accumulated in the short line's yard during the previous 24 hours, at the same time setting out the anode cars and the consist of empties brought up from Ajo. The anode cars with their valuable heavy load will be forwarded to the Phelps Dodge Corporation refinery in El Paso on the next eastbound SP train.

As a rule, the down train is to go by a few minutes after nine. Number One, as it is carded, usually consists of one or two boxcars loaded with machinery or heavy parts, possibly a gondola of sand or a car of cement or lime, anywhere from six

Karen Bartlett (left) and Angharad Rees, daughters of Phelps Dodge employes, rode caboose on the TC&GB.

to eight cars of fuel oil, and a string of empty anode cars going back to Ajo for their next load of copper.

Before leaving, the crew piles into a hearty hash-house for anything from a cup of coffee to a hearty breakfast. Potential passengers are welcome to join them; and when the time nears to whistle off, passengers and crew alike hike across the SP main to the waiting caboose in the TC&GB yard.

Around 10:40 the train pulls around the curve into Childs, and if there is a passenger or two it will stop briefly before beginning the eight-mile, uphill grind. If the tonnage is near capacity for the 1½ percent ruling grade, the train is barely crawling when it honks for the Ajo crossing. When tonnage exceeds the grade limit, the train is broken in two at Childs, and the crew "doubles the hill" into Ajo.

Depending on the consist and the switching that may be going on in Ajo with the two Phelps Dodge yard goats, engine 52 may be turned on the wye before pulling into Ajo, or the loco may run around the train after spotting it in front of the depot and then turn on the wye before backing over its pit track in the Phelps Dodge plant, there to sit until tomorrow's string is made up.

The TC&GB timetable lists a mixed train five days a week, but normally runs an extra to Gila Bend every other Saturday, except on holidays. On these extra Saturdays the little railroad sees the bulk of its passenger business. Fans are glad to drive the 100-odd miles from either Phoenix or Tucson to spend the day riding the Gila Bend Line and watching the operations of the vast open pit from an observation lookout provided for visitors. Ore and waste haulage from the pit is handled by a fleet of 2250-hp diesels trundling large ore cars over more than forty miles of pit trackage. This in itself is worth a trip to Ajo.

The fare on the Tucson, Cornelia & Gila Bend has remained the same since 1948. One way, 97 cents; round trip. $1.94; half fare for kids between six and twelve, and no charge for those under six. The head of the road's Ajo office admits that passenger traffic has picked up considerably in the past few years. The line is now hauling between 300 and 400 riders a year. He says that although the company hardly makes money on passengers, they have no plans to discontinue the mixed train —nor to join Amtrak, he grins.

In 1947 the passenger caboose was built in the company shops to AAR specifications guiding the height of freight cars from the rail. This height is more than that of the standard passenger coach, so the TC&GB provides a portable step for use if needed.

Proudly emblazoned on the side of this portable step is the word "Pullman," a fact that caught the eye of the late and great Lucius Beebe and is mentioned in his best-selling book *Mixed Train Daily*. Beebe himself followed his beloved steam engines to the deadline. For the most part, the railroads featured in his *Mixed Train Daily* have passed over the last hill and on to the long tangent of eternity where the signal boards are forever green.

Yet one of those trains still exists. Its passenger facilities are not the plush accommocations that Amtrak advertises and probably have become a bit more shabby since Beebe rode the TC&GB more than a quarter-century ago; but the service is still friendly on one of the very few mixed trains still running in the United States. ●

Former Virginia & Truckee train headed by a 101-year-old V&T engine, the *Reno*, ran over the Tucson, Cornelia & Gila for the shooting of a movie last February.

TRACKSIDE GRAVE by Jack McLarn

DOWN SOUTH on the Atlantic Division of the SG&A Railway, 51.2 miles north of Port City, you can see a small plot of grass, outlined with whitewashed stones and a granite slab on which is chiseled the name *Duncan*—an oasis of green in a drab and muddy wasteland. There's a tree, too, a lone palmetto, the only tree for miles around, and on the other side of the track you can see a station sign, also Duncan.

But there isn't any station. Nor a single human habitation. That splash of color on the right-of-way is a tomb. Not the last resting place of a link-and-pin pioneer nor a man who loved his railroad so much that it was fitting for him to be buried there beside the dusty track. Nothing of the kind.

Maybe you know the legend. They tell it in the washrooms, the switch shanties, and the call offices, every spot where SG&A men gather to chew the fat in between crew assignments.

YEARS AGO, when oil was struck thereabouts, Port City changed from a rundown little water terminal into a brawling boom town. Overnight, almost, oil refineries sprang up and the harbor facilities grew, the weedy sidings were jacked up from gray mud, and the Atlantic Division suddenly became hot stuff.

Tankers spewed oil and gasoline into long, empty, storage tanks by the millions of gallons. Refineries were running full time. Word came from the big office: Move it, boys, and fast!

The division rocked back on its rundown heels. Ancient steamers of the 800 series, jerked out of retirement and given baling-wire and chewing-gum overhauls, were the heaviest power the neglected roadbed could take. They doubleheaded in groaning pairs. Crews turned on their rest and yard men switched cars in their sleep.

It was a mess—a smelly, sweaty nightmare! Crude oil, high octane, and even that hair-lifting and loaded-under-pressure-and-prayer LPG—liquefied petroleum gas—poured in a deadly torrent out of Port City, across the riprap country to the main line at Branchville, while the safety valve of the Atlantic Division simmered.

There was one more thing to do. Get men! "Buck" Quillen, the superintendent, was laid up with stomach ulcers; so the college-trained, bespectacled Johnny Harrison, pulled off an assistant's job somewhere and dropped behind the trainmaster's desk, was doing just that. Guantanamo Lopez, the Trainmen's iron-fisted local chairman, stood watchfully by to see that Johnny didn't foul things up completely. The roundup began.

By telephone, telegram, and registered letter, the call went out. From filling stations and drugstores, bus lines and farmhouses, the cutoff men came trooping back, protecting the thing you guard with fanatic jealousy—seniority.

It was late afternoon. Guantanamo had gone out for coffee, leaving Johnny alone. The latter was slow to notice the runty character standing patiently before his desk. At length he looked up and blinked.

"Uh?" he said sleepily. "Name?"

The newcomer eyed him as if trying to remember something. He wasn't like the motley characters who had cluttered up the super's office all day. His fine woolen suit had once cost plenty. His hands were soft. A blue-white diamond flashed fire from one finger. But there was something oddly blank about him, as if the color had been bleached out, leaving vapidness.

"Duncan," he said flatly. "Brandt Duncan. I got a message."

Johnny's pencil probed the list. *Duncan, B., trainman.* He reached for an order pad.

"Okay," he grunted. "Duncan. Go get a check-up. Then mosey back here. Take this to—"

A hoarse sound rumbled from the man's throat. Johnny glanced up. Duncan was staring toward the door, staring at Guantanamo Lopez, whose six-foot-four bulk tensed like a coiled rattler. The local chairman was toting a tin pail of steaming Java, but set it down on the table and gasped.

"Duncan! By all the gods—*Duncan!* So you crawled back?"

He peeled off his jumper and his face went mottled red.

Duncan edged away. "Hold it, mister! Wait—"

The Brotherhood representative stalked closer, his great fists balled.

"I been promisin' myself," he boomed, "ever since the day I took what was left of Mike Patrim off'n the boilerhead of the 803, I been promisin' myself that if you ever hit the grit here again . . . I been waitin'—"

"Keep off me, Guantanamo!" the job applicant warned, his own shoulders hunching. "I came clean. You spoke for me, remember. You and the rest. I'm a good brakeman. I got a white card—"

The griever's voice shook like his hands. "Yeah, a white card, you lousy, stinkin', drunken bum! May the saints forgive me! I did go to bat for you, Duncan, when every man on this pike knew damn well it was your short flaggin' that killed Mike and his fireboy. But this ain't no 'vestigation. This time it's between you and me."

HE LUNGED, and the short brakeman ducked under his muscular arm. The huge Mexican-born griever crashed into the wall. Raging, he whirled as Duncan faced him with the ferocity of a cornered swamp-cat. At that moment Johnny Harrison took a hand.

"Lopez!" he barked, in a trainmaster's voice.

Guantanamo halted in midair and turned around. "Who, me? Say, cap, you'd better stay outa this. We got a score to settle."

Fury distorted the griever's face, but the bespectacled man at the desk spoke calmly.

"I've read the file on Brandt Duncan. He did come clear. The book says he can work here, and so we called him back."

Duncan's expression showed disbelief as he edged away from the griever. But Lopez was enough of a Brotherhood man to know he was outvoted. A big fellow, inside and out, he took the decision without a whimper. Picking up his jumper, he got into it and headed for the door.

"Okay," he grunted, his hand on the knob. "You're the brass collar. But you will be sorry, I think. And you—" He glowered at the runt. "Keep outa my hair! Any time I meet you off the right-o'-way, things'll be different."

After the door had banged behind him, Duncan inquired: "All right, mister, say it! Do I hit the road?"

Johnny Harrison shook his head. "Not for my money."

Duncan studied him. The trainmaster tried to read the pale blue eyes, and gave it up.

"I'm staying," the brakeman said flatly. "And—thanks. I'll remember." A dry chuckle seemed to come from nowhere. "You needn't bother checking my clearance. I don't think it'll be necessary."

Duncan passed his physical, which wasn't much. Johnny put him through a brushup roles check and marked him on the board. It didn't take Duncan long to get back in business. It didn't take Guantanamo Lopez long, either. Buck Quillan crawled out of bed, gulped a few pills, and had Johnny on the rug before good daylight.

"This guy Duncan," he said without preamble. "Why?"

Johnny shot it back at him. "You cleared his record yourself. Name's still on the seniority roster. Book says to call him back. Doc says he's in one piece. He knows the rule book from cover to cover. You're the boss. Name it."

Quillan looked Johnny up and down. "So you talk back, eh?" he said, half admiringly. "But Duncan's a bad egg, Johnny. Wish I'd been here—"

Johnny stared back. "Okay," he said. "To please Guantanamo Lopez, where do I nail the hide?"

The superintendent groaned. "I want him off this division! That's an order. Now, I'm going home."

IT WAS a tough assignment. But Johnny had help. With Guantanamo in the lead, the division lined up solidly against Duncan. When the undersized brakeman walked into a washroom he had plenty of space on either side. At Ma Gannon's he ate alone—chilly doughnuts and cold coffee, for Ma was a railroader's widow. Everywhere Brandt Duncan went he was isolated, his blue eyes motionless, and he always seemed to be watching for something.

But Duncan knew his business; the Atlantic Division gave him credit for that. He was catlike on his feet, luckily for him. More than one hogger tried to leave him by heading out of a siding too fast. It might have been accidental, but sometimes cars were "dropped in" on him, soundless as only free-running loads can be.

Then came the murky night when Brandt Duncan was called as hind brakeman on an extra west. The call office tipped Johnny. The trainmaster slipped out early through the dark train-yard and climbed into an empty boxcar. It was nasty drizzling rain, just the night for a shack to be sticking in the cab when he shouldn't.

Fifty miles out of Port City, Pete Donnelly cut his creaky 800 loose from his train and snorted ahead a few carlengths to take water. Johnny dropped to the soaked cinders. Duncan should be on the dirt, checking for hot journals. But if the T.M. could catch him dry and warm in the cab, it would be a good excuse to can him.

Halfway back, Johnny saw a light bobbing briskly along the dripping cars. Duncan. On the job.

The trainmaster's ears burned. Suddenly he wanted to get out of sight. Almost angrily, he swung up between two wet boxcars. The corrugated ends were slippery. It wasn't the safe thing to do, but it was quick. His clammy slicker dragged at his legs, his shoesoles were thin and wet. Fear cut into his spine. He half turned to drop back to the ground, and just then Pete Donnelly backed the 800 against the train. Hard.

Slack came running back in a series of grating crashes. Johnny made a frantic grab for an end-ladder that wasn't there. His head thudded viciously against the metal car end and all the strength went out of him. Limp, he slid down the end of the car, bunched crazily over the metal of the meshed couplets, and crunched to the ground, half-conscious and terrified.

The trainmaster tried desperately to rouse himself. His fingers dug into the wet cinders as he struggled to drag his unresponsive body clear of the rail.

The hoarse whistle of Number 800 blasted the night, calling in the flag. Down on the rain-swept track, the wave of blackness receded from Johnny's brain and flooded back again. Inches away, the low-dragging brake rigging was waiting. When the train moved—

Twice more Pete Donnelly jerked his whistle cord. The hiss of air from releasing brakes sounded like the last preliminary to a messy death for Johnny Harrison. Teeth chattering, the T.M. choked out what could have been a prayer and closed his eyes.

Then something jerked him violently sideward. A flange touched his leg, crunched horribly at his slicker. Something ripped free—and Johnny Harrison rolled down the fill safely with Brandt Duncan into a briar patch, while the extra moved ponderously past.

Duncan's voice, dry and colorless, sounded in his ear.

"Sort of evens us up, cap," he said. "Just lay there while I sign this rattler down."

THREE DAYS later the bespectacled Johnny dragged his bruises and blackberry scratches into Buck Quillan's office. The superintendent scowled at him.

"No wonder I have ulcers," he grunted, "between you and Duncan. Now I guess you want him to have a medal."

Johnny stared. "He jerks me out from under a truck, and I ought to get him fired. A guy I outweigh by forty pounds. He knew I was tailing him. What'd you do, boss?"

Quillan sighed. He slid something across the desk—a photograph, front and side. Fingerprints and a long number. The name wasn't the same, but you couldn't miss the likeness.

"Your boy got into bad company when he drifted East," Quillan said regretfully. "He was a finger man for a mob. *He's a killer*, Johnny! Sorry."

The T.M. gulped hard. So that was the quiet, colorless, cold-eyed Brandt Duncan!

"It figures," the superintendent stated. "Where would he find a better place to hide? His old name, his home division. He'd be safe here for a while. Then he could wander on. Might even make it to Mexico."

Quillan heaved himself to his feet and winced. "Damn ulcers! Got to go home. And," he grinned at Johnny, "I didn't read my mail today. Tomorrow I will."

Back in his own office, the trainmaster heard a freight rumble past. A manifest job—gasoline, oil, LPG. He reached for the phone. It was a 53: conductor, G. Smith; engineer, P. Donnelly; head brakeman, B. Duncan. Leading figures in a drama that, unknown to him, was drawing to a final curtain.

Johnny sighed. Well, this would be Duncan's last trip. When the blue-eyed little Brakeman reported back at the end of the run, Les White would be waiting. Les White, the division's special agent. That bull never lost a prisoner—alive.

At two a.m. the phone beside John-

ny's bed jangled him half awake. The night chief dispatcher clipped off his news with practiced terseness: Number 253, twenty cars had spilled at milepost 51.2. Not on fire—yet.

Johnny got dressed, out of the house, and into his Buick in four minutes flat. So Brandt Duncan was a killer! Owed a debt to society, eh? But Johnny owed *him* a debt, too. Sooner or later, the trainmaster guessed the law would catch up with Duncan. But not right now.

Shortly after the first pale streaks of a cloudy daybreak, Johnny arrived at the pile-up. Reek of gasoline from the ruptured tank cars fouled the air. Gasoline was flowing into the ditches and spreading out to the drab flat country. Pete Donnelly's stub-stacked 800, her rear tender truck derailed, squatted dangerously near disaster. It wasn't safe to dump the fire.

The derrick nosed down to the spill, its cables wrapped to keep the sparks out. Wouldn't take much to start a blaze. Not very much.

"Morning, cap. We got a picnic."

Duncan had materialized out of a welter of wreckage. Without a word, Johnny fished the Rogue's Gallery photo from his pocket and handed it over. The runty brakeman glanced at it with a lack of expression. Then he nodded to the trainmaster.

"My car's at the crossing," Johnny said with a faint smile. "Keys in it. Maybe you won't get far, but—good luck, Duncan!"

Duncan gazed at the sky. Suddenly his old hunted look seemed to have gone.

"A guy gets tired of running," he mumbled. "Ain't worth it—"

THE SCREAM of a whistle drowned his words. Pete Donnelly was leaning from his cab window, gesturing frantically toward the road crossing. Johnny looked there and froze.

A gleaming puddle had formed on the dirt road—gasoline from the broken cars—deep and wide and deadly! And toward it lumbered a red-and-yellow school bus. Every window framed the faces of boys and girls.

Johnny's voice cracked in a yell as he stumbled toward the crossing. But the bus reached there first. Once more Pete Donnelly bore down on his whistle cord. And the young bus driver got the idea. He jammed his brakes and killed his engine, halting the vehicle in a reeking death-trap!

The trainmaster quickly splashed through gasoline up to his knees and tore at the bus door. It creaked open. Children's voices babbled excitedly.

"Stay off that starter, kid!" Johnny ordered the driver. "All right, everybody out! Big wreck! Get moving!"

He began yanking sixth-graders from their seats. The youngsters made a game of it, squealing in fun and tumbling over each other.

"Step on it! Hurry it up!"

From a quarter-mile away came the dull *whoooom* of igniting gasoline. Flame and smoke mushroomed toward the morning sky. Terror welled up in Johnny's brain. From the exploding pile, leading to the pool, was a ditch filled with the stuff—a fuse to a deadly bomb!

The kids saw it, too, and fear took hold of them. They jammed into the narrow doorway. Wildly, Johnny tore at the mass.

"Duncan!" he shouted, "Duncan!"

He saw a little ripple of fire skipping along toward him. Toward him and toward the school bus.

"Duncan! Help me!"

Over the distant howl of leaping flame, he heard Duncan's voice.

"Donnelly!" he shouted over the roar. "Steam—wide open!"

Out of the corner of his eye, the T.M. saw Brandt Duncan lunge behind the tank of the 800. Then he heard the screaming roar of pent-up steam as Pete Donnelly sent full boiler pressure into the steam-heat line the 800s carried for passenger service. Live, howling, and incredibly hot, the steam ripped into the cinders.

That's the story they tell. Of Duncan, on his knees behind the derailed tender, gripping with bare hands the twisting, bucking rubber steam hose which was sending the blue-white vapor squarely into the flooded ditch, a few yards ahead of the racing flame.

Steam blasted the fire back upon itself, held it away. Seconds he bought, seconds for Johnny, seconds for the children in the bus, seconds for the eternal peace of mind of the Atlantic Division.

Sobbing, Johnny broke the jam; the boys and girls came tumbling out. Johnny yanked the young driver from his seat and lunged for safety with the fear-paralyzed fellow in his arms.

As he made it, an eerie, rising shriek came from the 800—and a sound the division never forgot. The scream of a man taking full in the face the incalculable fury of two hundred pounds of hell-broth!

The over-age steam had blown itself free. Then came another terrifying noise, a sort of whispered *whupp-whupp* of flames, and the empty school bus had become a blazing furnace.

Johnny plunged blindly into the cloud of steam, groping for Duncan. But Guantanamo Lopez was ahead of him. The big, burly griever staggered out of the roaring whiteness with the limp figure of the little convict-brakeman in his arms. Tight-lipped and gently, he laid his human burden, still living, on the ground. Steam boiled from the man's clothing; the sight was ghastly.

Johnny bent over and put his lips close to the dying man's ear.

"All the kids got out," he said. "Duncan, you saved them!"

The brakeman gave a faint indication that he understood.

"Mother of God," whispered Guantanamo, "please make it quick!"

And as they waited, the Angel of Death, hovering low, settled at last and mercifully on the scalded, pain-wracked body of Brandt Duncan. The watchers heaved a tense sigh of relief and turned away.

GUANTANAMO said it on the day that the division buried Duncan: "Whatever he was back there, we don't want to know. All we remember is what he did at the end. That's why we're givin' him a trackside grave with full Brotherhood honors."

Yes, they laid him to rest beside the rails that glinted brightly under a hot sun, in the dubious shade of a lone palmetto tree. The SG&A Railway ran a special train to the funeral, and just about everybody who could get the time off rode it. One end of the baggage car was heaped with floral emblems.

The local of the Brotherhood of Railway Trainmen was represented, of course; Guantanamo saw to that. Even the president of the road sent flowers. So did the mayor of Port City, and the district school, and the parents of the kids who'd been snatched from a fiery death, and a lot of others.

Buck Quillan, the division super, forgot his ulcers long enough to attend the rites, along with trainmaster Harrison, the cinder dick Les White, and the rest. It was Johnny who insisted on paying for the granite headstone.

"A debt I owe," he said. ●

IN SEARCH OF STEAM

Mike Eagleson

BACK in the steam-powered freight business is the Graham County Railroad, in conjunction with Bear Creek Scenic line, its tourist counterpart. A group of investors have bought both operations. Passenger trains were resumed July 3rd, while freight service will begin October 31st. They will use Shay No. 1925 and an ex-Brimstone Railroad Shay, No. 36, now leased from the Southern Railway after being stored for a long time at the Tennessee Valley Railway Museum in Chattanooga, Tennessee.

On display are Shay No. 1926 and two Heislers from the nearby defunct Maggie Valley Railroad. None of these three steamers is believed to be in good enough condition to restore, hence the leasing of No. 36 from the Southern. Fortunately, the engines will be painted work-a-day black rather than the gaudy red, yellow, and silver of their previous tourist-minded owners, reports Jim Edscorn, 132 Glenview Dr., Birmingham, Ala. 35213, and W. Frank Clodfelter, 36 Westchester Dr., Asheville, N.C. 28803.

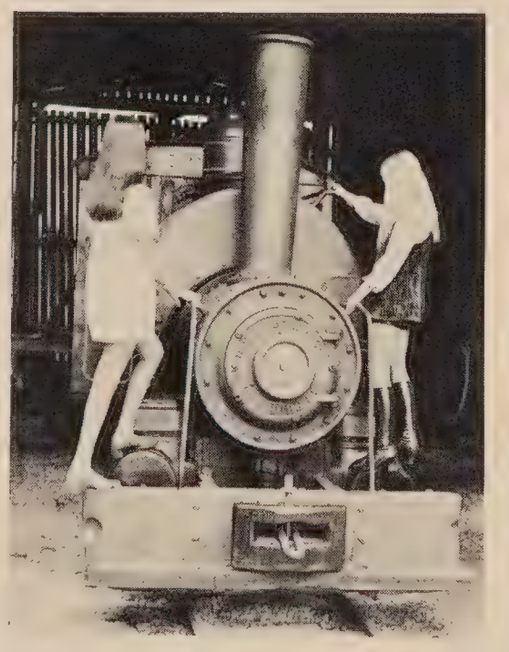
FORMER St. Louis-San Francisco 0-6-0 No. 3749 sits forlornly in the scrap yard of S.F.K. Steel at Pensacola, Fla., says Dennis D. Taylor, 1820 London Rd., Duluth, Minn. 58812; but she appears to be in good condition and should be preserved. Two other steamers in town are on display. A Frisco 2-8-2 is in excellent shape on the median at a busy divided street in the west end of town, while an 0-4-0T is exhibited at the old passenger depot now being made into a museum.

LAKE SUPERIOR & ISHPEMING 2-8-0's live on, long after the road went diesel in the early 1960's. Ex-LS&I No. 33 chugs over the Hocking Valley Scenic at Nelsonville, Ohio. Her sister, No. 34, is preserved at the Union, Ill., Railway Museum. The National Railroad Museum in Green Bay, Wis., is the home of smaller ex-LS&I Consolidation No. 24, which occasionally sees tourist service. (Incidentally, this museum is urgently seeking an example of a 4-4-0, a 4-4-2, and a 4-6-4 for display.)

Four or five more LS&I 2-8-0's are still being stored, long after the Marquette & Huron Mountain tourist line folded in the mid-60's after using these engines exclusively. This news comes from PFC Raymond A. Sauvey, Co. B, 1st Bn., 505 Inf., Ft. Bragg, N.C.

BUILT in the early days by convict labor, Texas State Railroad has been assigned to the Texas State Parks & Wildlife Commission for rehabilitation by state prison inmates! The 32-mile line from Rusk to Palestine runs through beautiful scenery, including Neches State Park, and may be operational by 1974. Steam power will be used exclusively. Temple Industries has presented its 2-8-0 Perishing Consolidation No. 28 (ex-Tremont & Gulf Railway), which will be restored to her original condition. A 1945 U.S. Army 2-8-0 also has been donated. Many passenger and freight cars will fill out the rolling stock consist, reports John W. Hedge, 304 N. Glover Drive, Longview, Texas 75601. Line is the Cherokee & Southwestern.

WHITEWATER RAILWAY, a tourist project still in the planning stages, hopefully will operate on the Penn Central's unused 25-mile branch between Brookeville and Connersville, Indiana. Motive power will probably be the two Heislers now on display at the Bear Creek Scenic and an ex-Central of Georgia 4-6-0 which was saved from scrap and stored on a Florida farm. Half of the latter's tender is gone. Three ex-Erie Stillwell coaches are on the property. Since the line runs alongside a pretty canal and river used for canoeing, the investors propose to operate "Canoe Specials" to take tourists and their canoes to the headwaters and let them paddle back, reports Jim Edmonston, our diesel editor. Jim also reports that a handsome Baldwin 1929 0-6-0 with slopeback tender is stored inside a plant in Jackson, Ohio, ready to run. The owners could be persuaded to sell her for $30,000.



Porter-built 0-4-0T, 31-inch gage, once owned by a brick company, is viewed by Cheryl Weaver (left) and Joan Hatch, both of Jacksonville, Florida, at the Trains of Yesterday Museum in Hilliard, Florida. Photograph by William T. Morgan

AFTER operating for 25 years at Roseland, N.J., the famous Centerville & Southwestern ceased all activity Sept. 4, 1972. Faithful 4-8-4 No. 1501 has a fine resting place in the Henry Ford Museum at Dearborn, Mich., thanks to the road's owners, Mr. and Mrs. Henry E. Becker. The pike is 9½-inch gage.

NEBRASKA MIDLAND started operation last summer at North Platte, Neb., with motive power from the Black Hills Central in South Dakota. Also last summer, a 50-ton steamer from the Mid-Continent Railway Museum in Wisconsin went into service over the 20-mile Crab Orchard & Egyptian line at Marion, Illinois.

FORMER Rayonier 2-6-6-2T No. 8, last used on a ballast train in 1963 on the Washington road, is now owned by the Puget Sound Railway Historical Association and will eventually be moved to its Snoqualmie Museum or a Shelton storage site, both in Washington. Closing its Clallam Division logging railroad, ITT-Rayonier, Inc., rebuilt a barge slip at Sekiu to move out its three Baldwin diesels and 2-6-6-2T No. 8. This news comes from the Pacific Northwest Chapter of National Railway Historical Society.

Ex-Canadian Pacific 4-6-0 No. 1057 has been powering a 5-car excursion train on Sundays from Ottawa to Carleton Place, Ontario. The 1912 D-10 made the 32 miles each way with ease. Her tender is relettered "Credit Valley." The trips were sponsored by the National Museum of Science & Technology, 1967 St. Laurent Blvd., Ottawa, Ont., KIA IM8, Canada. Next year the museum hopes to run its newly-acquired ex-CP 4-6-2 No. 1201, now being repaired on CP's Johns Street roundhouse in Toronto.

INDIANA RAILWAY MUSEUM has a new home for its operation in Greensburg. Formerly located in Westport, the line had to relocate, due to the Penn Central abandoning its last outside rail connection. Each weekend, several trips a day were being operated with their 1936 Baldwin steam locomotive, an 0-4-0T No. 11. So says T. Jones, 1519 Buckles, Muncie, Ind. 47303.

SEPTEMBER '72 issue of *Realities*, a French magazine, also an English language edition, ran two excellent feature

No. 622 at Big Pool, Md, Aug. 6, 1972, on the only fantrip ever operated by South Penn Historical Railway Museum.
Photograph by Michael A. Eagleson

stories called "The Birth of Steam" and "The Death of Steam." Who has a copy to send me? High-class photography for those features was done by Madeleine de Sinety of Paris, whose work occasionally appears in *Railroad Magazine*.

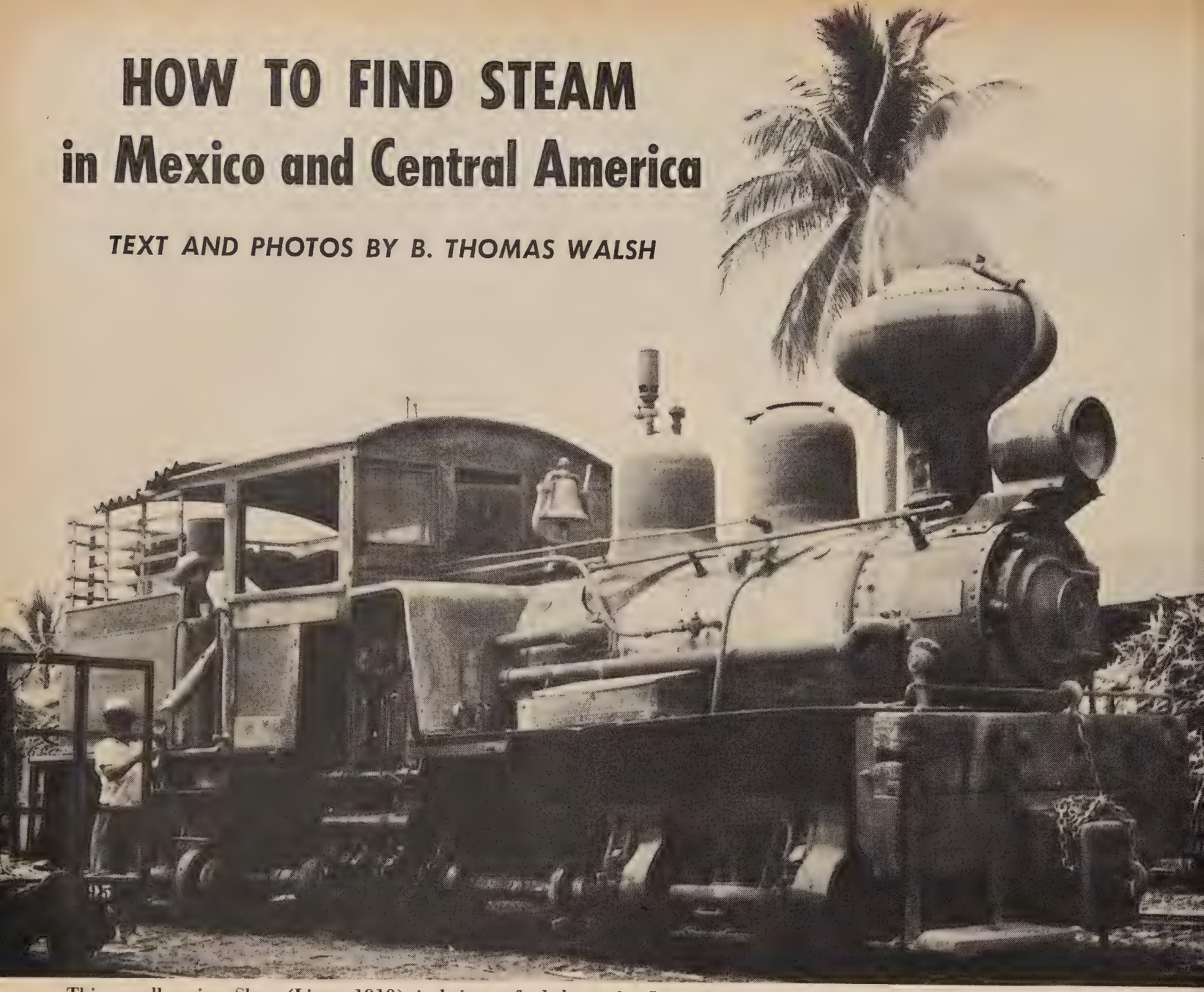
SOUTH PENN Historical Railway Museum's former Buffalo Creek & Gauley 2-8-0 No. 13 (now renumbered 622, like the group's post office box) has been idle for more than one year in the Western Maryland's enginehouse at Cumberland, Md. During that time only one excursion was run by the organization. That was on August 6, 1972, between Cumberland and Hagerstown. Let's hope the museum has future plans to operate its good-looking Consolidation again.

A LITTLE-DOCUMENTED railroad, with its connecting lines, has finally and competently been preserved between hard covers of a book: *Norfolk Southern Railroad, Old Dominion Line and Connections*, by Richard E. Prince, covering 248 pages of steam history. With several hundred dramatic locomotive portraits, action shots, maps, timetables, and illustrations, in addition to text matter, the volume is a complete history, including odd and interesting facts and personal anecdotes. One section is devoted to steam boats owned by railroads. Locomotive rosters are neatly set in type, unlike those in previous Prince books, which were hand-lettered, my main objection to his earlier writings. Printing is good, but tends to run a bit muddy in the rare old photos. Younger steam fans especially will enjoy the chapter on the Norfolk Southern's five light Berkshires (Baldwin, 1939), which ran out their final miles, converted to oil, on the Nacionales de Mexico. At $14 the new book is available from Richard E. Prince, 6909 Broadmoor Dr., Omaha, Neb. 68114. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

HOW TO FIND STEAM in Mexico and Central America

TEXT AND PHOTOS BY B. THOMAS WALSH



This woodburning Shay (Lima, 1910) is being refueled on the Ingenio Pantaleon, an industrial railroad in Guatemala.

Steam Power in Mexico and Central America

National Railways of Mexico

Location	Road Number	Type	Builder-Date	Notes
Acambaro	NM 903	2-8-0	Alco, 1936	1,2
Aguascalientes	NM 2708	4-6-4	Alco, 1938	1
Apizaco	FCM 212	2-8-0	Baldwin, 1946	1
Cardenas	NM 672	2-6-0	Alco-Cooke, 1906	1
Chihuahua	NM 625	0-6-0	Baldwin, 1907	1
Cuidad Frontera	NM 1399	2-8-0	Alco-Cooke, 1902	1
Durango	NM 900	2-8-0	Alco, 1936	1,2
Durango	NM 650	2-6-0	Baldwin, 1889	3
Felipe Pescador	NM 907	2-8-0	Alco, 1936	1,2
Gomez Palacio	NM 903	0-4-0T	Porter, 1927	1
Guadalajara	NM 73	0-4-2T	Alco-Schenectady, 1889	1
Juarez	NM 701	4-6-0T	Baldwin, 1887	1,2
Mexico City				
(Buenavista)	NM 601	0-4-2T	Orenstein-Koppel, 1917	1
(Nonoalco)	NM 639	0-8-0T	Baldwin, 1881	1,2
(Pantaco)	NM 40	2-8-0	Baldwin, 1875	1
(Pantaco)	NM 1150	2-8-0	Alco, 1921	4
(Pantaco)	NM 1170	2-8-0	Baldwin, 1921	4
(Pantaco)	FCM 218	2-8-0	Baldwin, 1946	4
(Pantaco)	NM 3027, 3031,3056	4-8-4	Alco, 1946	4
(Pantaco)	NM 3034,3035,3036 3038,3039,3040	4-8-4	Baldwin, 1946	4
(San Lazaro)	NM 262,269,272	2-8-0	Baldwin, 1921	4
(San Lazaro)	FCI 67	2-8-0	Alco-Schenectady, 1899	4
(Valle de Mexico)	NM 3033	4-8-4	Baldwin, 1946	5
Matias Romero	NT 535	2-8-0	Baldwin,1906	1
Monterrey	NM 2501	2-4-2T	Alco, 1907	1
Oriental	OM 143	2-8-0	Baldwin, 1940	1
Queretaro	NM 2520	4-6-2	Baldwin, 1921	1
Saltillo	NM 2	0-4-4-0	Orenstein-Koppel, 1902	1,6
San Luis Potosi	NM 1182	2-8-0	Baldwin, 1924	1

SOUTH of our border you can still see and photograph a surprisingly large variety of steam power, some of it very old but occasionally active, even woodburners and Shays; but you need both careful planning and good luck, not to mention time, to catch them puffing smoke and hauling loads. The carriers' use of steam continues to drop, as might be expected, and much of what remains is put to work only in a reserve or seasonal operation.

Sugar railroads, several of which are still carrying on with steam, come to life only during the cane harvesting months from January to April. In that season travel is especially pleasant, since the weather is dry and generally sunny.

Mexico and the five Central American nations, sometimes called "banana republics," comprise so large an area that very few railfans can cover it all on

a single trip. I couldn't. The information and photographs presented here were gathered in the course of three different trips, all taken within the past year. Each country's rail activities is described separately to help you decide which places you want to visit, bearing in mind the limits of your time and budget.

On the roster shown here all Mexican common-carrier railroads are standard gage except FC Coahuila y Zacatecas (3-foot) and FC de Tacubaya (2-foot). The engine kept by the former FC Unidos de Yucatan at the Merida station is 3-foot gage; all other U de Y locomotives are standard. All power kept at the San Lazaro roundhouse in Mexico City is 3-foot gage, as are all engines displayed by the FC del Pacifico. FC Nacionales de Mexico also has a 3-foot-gage steamer on display at Oriental and a 2-foot-gage engine at Saltillo.

Now we come to Mexican industrial lines. The following are 3-foot gage: the Ascarco Mexicana, S.A.; the Cananea Consolidated Copper Co., the Cia de Luz y Fuerza, the Cia Minera de Santa Rosalia, the FC Mineral de Chihuahua, Compania Industrial de Azucarera, S.A. (except for two standard-gage engines), the Fabrica de Papel de San Rafael, the Ferroalealeaciones Texiutlan, S.A., and the Moztezuma Mining. All other industrial railroads in Mexico are standard gage except the 30-inch Ingenio San Francisco.

All Guatemala railways are 42-inch except the 3-foot Verapaz and Ingenio El Baul. All railways in El Salvador, Honduras, Costa Rica, and Nicaragua are 42-inch except the 3-foot Standard Fruit Co. line in Honduras and the 30-inch Banana Tramway in Costa Rica. Here is a brief resume of available steam in Mexico and Central America.

Steam in Mexico

Here you can discover steam power put to varying use on two common carriers and five industrial lines, as follows:

FC Mexicano del Pacifico, Los Mochis, common carrier, 3 miles, standard gage, operates December-June. Two Prairie types and one Mikado alternate in service.

FC Occidental de Mexico, Culiacan, common carrier, 22 miles, standard gage, year-round operation. Two ex-Army 0-6-0's alternate in service.

Cia Madera de Durango, El Salto, lumber company, plant trackage, stan-

Coahuila & Zacatecas Railway

Chihuahua	754	2-6-2	Alco, 1911	1

FC Coahuila y Zacatecas

Mexico City (San Lazaro)	10	2-8-0	Baldwin, 1908	4

Mexican Pacific Railroad

Los Mochis	4	2-8-2	Baldwin, 1923	7
Los Mochis	6,7	2-6-2	Baldwin, 1920	7
Los Mochis	2	4-6-0	Baldwin, 1907	1,9

Western Railway of Mexico

Culiacan	1,2	0-6-0	Porter, 1942	7,8

Pacific Railroad

Empalme	70	2-8-0	Alco-Schenectady, 1899	1,11
Hermosillo	4	0-4-0T	Porter, ?	1,11

Sonora-Baja California Railway

Benjamin Hill	2702	2-8-0	Alco, 1921	1,12
Mexicali	1344	2-8-0	Alco-Cooke, 1906	4

Tacubaya Railroad

Mexico City		0-4-0T	German, 1896	4

United Rys. of Yucatan C (now Sureste Railway)

Campeche	350	4-4-0	Baldwin, 1914	4
Merida	351	4-4-0	Baldwin, 1887	4
Mexico City (Pantaco)	352	4-6-0	Baldwin, 1888	4
Merida	353	2-6-0	Baldwin, 1922	4
Campeche	354	4-6-0	Baldwin, 1898	4
Merida	270	4-6-0	Baldwin, 1903	4

MEXICAN INDUSTRIAL LINES

Asarco Mexicana, S.A. (Fundacion Morales)

San Luis Potosi	4,5	0-4-0T	Porter, 1901	13
San Luis Potosi	1924	2-8-2	Baldwin, 1913	4

Cananea Consolidated Copper Company

Cananea	7	2-6-2T	Alco-Schenectady, 1905	13
Cananea	8	2-6-2T	Alco-Dickson, 1906	1
Cananea	12	2-6-2T	Porter, 1906	13

Cerveceria Cuahtemoc

Monterrey	3	0-4-0F	Porter, 1944	7

Cia de Luz y Fuerza

Mexico City (Chapultepec Park)	5	Shay	Lima, 1904	1
(Tacubaya Power Plant)	2	0-4-0T	Porter, 1904	4

Cia Madera de Durango

El Salto	4	Heisler	Heisler, 1928	4
El Salto	5	Shay	Lima, 1914	7

Cia Minera de Santa Rosalia

Santa Rosalia	2	0-6-0T	Baldwin, 1886	4
Santa Rosalia	4,5	0-6-0T	Baldwin, 1887	4
Santa Rosalia	7	0-6-0T	Baldwin, 1899	4

FC Mineral de Chihuahua

Chihuahua	2	2-8-0	Baldwin, 1899	4
Santa Eulalia	6	2-8-0	Porter, 1925	1
Chihuahua	7	2-8-0	Baldwin, 1925	4

Compania Industrial Azucarera, S.A. (closed in 1972)

San Juan	1	2-8-0	Baldwin, 1901	4,17
Covarrubias	1 (2nd)	2-8-0	Orenstein-Koppel, 1936	4
Covarrubias	2	2-6-0	Baldwin, 1900	4
Covarrubias	3	2-8-0	Baldwin, 1898	4
Covarrubias	5	2-6-0	Baldwin, 1901	4
Covarrubias	265	2-8-0	Baldwin, 1921	4
Covarrubias	101	2-6-2	Baldwin, 1926	4
Covarrubias	105	2-6-2	Alco, 1917	4

Fabrica de Papel de San Rafael (closed in 1971)

Mexico City (San Lazaro)	5	4-6-0	Baldwin, 1900	4,14
	286	2-8-0	Baldwin, 1924	4,14

Ferrocaleaciones Teziutlan, S.A. (copper company)

Teziutlan	2	Shay	Lima, 1907	4
Teziutlan	3	Shay	Lima, 1911	13,15

Ingenio San Francisco (closed in 1963)

Lerdo de Tejada	1	0-4-2T	Porter, 1895	4
Lerdo de Tejada	2	0-4-4	Baldwin, 1896	4
Lerdo de Tejada	3	2-6-0	Orenstein-Koppel 1926	4

Lerdo de Tejada	4,5	2-6-2T	Baldwin, 1896	4
Nacozari	501	2-8-0	Alco-Schenectady, 1900	1,16

Notes: (1) On display. (2) Ex-narrow gage. (3) Used for movie productions. (4) Stored unserviceable. (5) Stored serviceable. (6) Ex-Cia Minera de Penoles. (7) In regular service. (8) Ex-U.S. Army. (9) Ex-NdeM 1716: SP 2330. (10) Ex-NdeM 70. (11) Never used by FC del Pacifico. (12) Ex-NdeM 1137. (13) Standby service. (14) Plant converted to standard-gage 1971. Engines stored at NedeM. (15) Steam operations replaced by two Trackmobiles, 1970. (16) Ex-NdeM 69. (17) No. 4 has been moved to Golden, Colorado.

RAILROADS IN GUATEMALA

FC de Guatemala (Fe Gua)

Guatemala City	34	2-8-0	Baldwin, 1897	
	56,58	4-6-0	Baldwin, 1912	
	64	2-8-0	Baldwin, 1910	
	66,68	2-8-0	Baldwin, 1913	
	71,72	2-8-0	Baldwin, 1914	
	79,80	2-6-0	Baldwin, 1904	
	99	4-6-0	Baldwin, 1910	
	103,116			
	119,121	2-8-0	Baldwin, 1925	
	124	2-8-0	Baldwin, 1926	
	154,156	2-8-2	Porter, 1930	
	151,159,161	2-8-2	Baldwin, 1936	
	162, 166	2-8-2	Krupp, 1937	
	167, 170	2-8-2	Krupp, 1938	
	171, 174	2-8-2	Krupp, 1939	
	176, 180	2-8-2	Baldwin, 1946	
	181, 184	2-8-2	Baldwin, 1947	
	187, 195, 198			
	200, 203, 206	2-8-2	Baldwin, 1948	

Serviceable (17 locomotives): 66, 68, 99, 116, 120, 124, 159, 165, 168, 174, 177, 178, 180, 182, 199, 200, 203.
Lettered Cia Agricola de Guatemala: 160, 161, 176, 178, 189, 190, 193, 194.
Mallets 250, 251, ex-Uintah Railway derelict Escuintla.

United Fruit Company Railways

Bananera	158	2-8-2	Baldwin, 1936	
	175	2-8-2	Baldwin, 1946	
	186	2-8-2	Baldwin, 1947	
	197	2-8-2	Baldwin, 1948	
	310, 311	2-6-0	Porter, 1914	1
	313	2-8-0	Baldwin, 1916	1

Verapaz Railway (operations ceased in 1968)

Panzos	2	2-6-2	Baldwin, 1928	2
	2 (2nd)	4-4-0	Baldwin, 1931	2
	3	2-6-0	Baldwin, 1929	2

Ingenio El Paul (sugar railway)

(nr. Santa Lucia)	——	0-4-2	Baldwin, 1919	2
	Lamaruca	0-4-2	Orenstein-Koppel	2
	——	0-6-2	Orenstein-Koppel, 1927	3

Ingenio Concepcion (sugar railway)

Escuintla	1	0-4-2	Orenstein-Koppel, 1922	2
	2	0-6-2	Orenstein-Koppel, 1926	3
	81	2-6-0	Baldwin, 1904	2,4

Ingenio Palo Gorda (sugar railway)

San Antonio Such.	——	0-4-0	Henschel, 1927	5
	——	0-6-0	Henschel, 1913	4,5
	——	2-6-0	Porter, 1914	6

Ingenio Pantaleon

Santa Lucia	2	0-4-2	Porter, 1895	2
	——	Shay	Lima, 1910	5
	Valezquez	0-6-2	Baldwin, 1924	4,5

Notes: (1) Stationary boiler service. (2) Unserviceable. (3) In reserve. (4) Ex-IRCA. (5) Woodburners. (6) Ex-United Fruit, Tiquisite oilburner.

RAILROADS IN EL SALVADOR

FC El Salvador

Sonsonate	12	4-6-0	Baldwin, 1910	1
	101,102	2-8-0	Baldwin, 1925	1,2
	109,110,112	2-8-0	Baldwin, 1926	1,2
	2	2-8-0	Baldwin, 1833	4
	5	2-8-0	Cooke, 1893	4
	6	4-6-0	Baldwin, 1895	4
	7	4-6-0	Baldwin, 1895	3
	8	4-6-0	Baldwin, 1896	3
	11	4-6-0	Baldwin, 1897	4
	13	4-6-0	Baldwin, 1910	3
	14	2-8-0	Baldwin, 1925	4
	32	2-8-0	Alco, 1913	4,5
	34	2-8-0	Alco, 1912	4,5
	35	2-8-0	Alco, 1916	4,5
	36	2-8-0	Alco, 1913	3,5
	117	2-8-0	Baldwin, 1925	4,2

International Railways of Central America

San Salvador	38	2-8-0	Baldwin, 1913	
	39	2-8-0	Baldwin, 1919	
	42,43	2-8-0	Baldwin, 1921	
	102,104,106,114	2-8-0	Baldwin, 1925	
	107,108,110,123,125	2-8-0	Baldwin, 1926	
	150,151	2-8-2	Baldwin, 1928	
	152,153	2-8-2	Baldwin, 1929	
	201,202	2-8-2	Baldwin, 1948	

dard gage, year-round service, one Shay. Meets a noontime mixed train from Durango, Mexico.

Cerveceria Cuahtemoc, Monterrey, brewery, standard gage, year-round service, one fireless cooker.

Asarco (American Smelting & Refining), Fundacion Morales, San Luis Potosi, copper smelter and refinery, narrow gage. Two 0-4-0's are used as backup to two diesel locomotives in rather frequent service.

Ferroaleaciones Teziutlan, S.A., Teziutlan, copper mill, narrow gage. Shay No. 3 serves as backup to two Trackmobiles, but is seldom used.

Cananea Consolidated Copper Co., Cananea. Narrow-gage No. 7 and standard-gage No. 12 are in reserve, very rarely active.

Biggest news is the discontinuance by Compania Industrial Azucarera (CIASA) of rail operations since May, 1972. This sugar mill remained 100 percent steam until the end and now has two standard-gage and six narrow-gage engines stored at San Juan Covarrubias. Five narrow-gage steamers still remain on the premises of Ingenio San Francisco, whose rail operations ceased in 1963. Thirteen steamers have been rescued from the National of Mexico's scrapyard at Huehuetoca, including nine-post-war 4-8-4's, and all are stored outdoors at the Pantaco feight terminal in Mexico City. Only five electric locos remain operational on the former Mexicano Railway between Orizaba and Esperanza. Overhead clearance problems in some tunnels has prevented the use of electrics since February.

Steam in Guatemala

The Ferrocarril de Guatemala (Fe Gua), formerly the International Railways of Central America, still has seventeen serviceable steam locomotives. Usually the yards at Guatemala City and Escuintla are switched by steam. Some local freight, depending on traffic conditions, also is steam-powered. One or two steam freights are operated most days by the United Fruit Company Railways out of Bananera. At least one old Porter-built Mogul is kept busy as a stationary boiler at a processing plant.

The sugar central at Ingenio Palo Gordo works two authentic woodburners; so does Ingenio Pantaleon. The latter also boasts an early Shay, an almost incredible find. Too heavy to go out on line, she switches cars about the mill. Ingenio Concepcion keeps one

steam locomotive in serviceable condition, but has not used its own motive power since 1971. The remaining sugar central at El Baul maintains a small German-built steamer as backup to its solitary Rustan diesel unit.

Steam in Salvador

Six serviceable steam engines on the International Railways of Central America are kept for standby use only. Practically all work is done by seven diesels.

On the other hand, the Ferrocarril El Salvador is virtually all steam. Five of its six serviceable engines are ex-IRCA, and four are in use on any given day. Mixed trains in the morning and afternoon converge from San Salvador, Santa Ana, and Sonsonate at a junction called Sitio del Ninos. Freight and passenger trains are transferred in a three-way meet and then whistle off in their respective directions. One steam freight runs daily between Acajutla port and Sonsonate. Additional passenger service is offered by strange-looking gasoline-powered railcars, while an ex-U.S. Army truck on rails switches cars at the port area oil refinery. A comparatively new (Siemens, 1963) diesel has been acquired from Colombia, but remains out of service at San Salvador because I think no one knows how to repair it.

Steam in Honduras

In 1972 the National Railroad of Honduras bought eight General Electric diesels of Spanish manufacture and converted them almost overnight from 100 percent steam to nearly all diesel. Ten post-war Baldwin-built Mikados still linger at the shops in Puerto Cortes, along with two similar engines obtained from

Serviceable (6 locomotives): 102, 104, 114, 123, 153, 202. Standby use only.

Notes: (1) In service. (2) Ex-IRCA. (3) Out of service, in repairable condition. (4) Out of service, partially scrapped. (5) Ex-Oahu Railway. One diesel (201), Siemens 1963, acquired from Colombia, not currently in service. One ex-Army GMC (16) used as switcher at refinery, Acujtla.

RAILROADS IN HONDURAS

FC Nacional de Honduras

Puerto Cortes	58	2-8-2	Baldwin, 1945	1
	160,163	2-8-2	Baldwin, 1945	2
	50-57,59	2-8-2	Baldwin, 1945	3

Standard Fruit Company's Railway

La Ceiba	San Jose (9)	2-4-0	Porter ?	4

Tela Railroad Company

Tela	155	2-8-2	Baldwin, 1945	5
La Lima	151	2-8-2	Baldwin, 1945	6

Notes: (1) In occasional service on local passenger train, Puerto Cortes-Baracoa. (2) Bought from Tela RR. Standby service. (3) Stored unserviceable Puerto Cortes shops. (4) On display at passenger station. (5) Used occasionally as stationary boiler, Tela shops. (6) Preserved on display by labor union north of La Lima. Last steam operated July 1967. Of 27 steam locomotives (all Mikados), 2 sold to the National Railway , 2 preserved, and 23 scrapped.

RAILROADS IN NICARAGUA

Pacific Railways of Nicaragua

Leon	6	2-6-0	Baldwin, 1921	1
	21	4-6-0	Baldwin, 1911	1
	26	2-8-0	Baldwin, 1913	1
Managua	34	2-6-0	Baldwin, 1921	2
	35	0-6-0	Vulcan, 1946	2
	39	2-8-0	Kassel, ?	2

Autoridad Portuaria

Corinto	1	0-4-4	Davenport, 1910	3

Nicaragua Sugar Estates

San Antonio	3,4	2-4-0	Baldwin, 1892	4
	5	2-8-0	Porter, 1920	4

Notes: (1) Stored serviceable, last used 1968. (2) Earthquake damage prevents verification. One additional engine derelict at Rivas on long-abandoned isolated San Jorge-San Juan del Sur section. (3) Unserviceable. (4) In service.

RAILROADS IN COSTA RICA

Pacific Railway

San Jose	1	2-6-0	Dickson, 1898	1
	14	0-4-2	Henschel, ?	2

Northern Railway of Costa Rica

San Jose	59	2-6-0		3

United Fruit Company Railways

Golfito	81,82	2-8-2	Baldwin, 1940	4
	83,84	2-8-2	Baldwin, 1946	4

Banana Tramway

Penhurst	1	0-4-2	Porter, ?	5

Notes: (1) On display outside shops. (2) Formerly dock switcher, Puntarenas, to be placed on display San Jose shops. (3) On display San Jose station. (4) In service. (5) Line abandoned 1967. Formerly mule-powered. Engine derelict.

Engine 155 of Tela Railroad in Honduras is relegated to stationary boiler service at the railroad's shops in Tela.

Nicaragua Sugar Estates engine No. 5, built by Porter in 1921, is one of three steamers still owned by that line.

the Tela Railroad. Of the original group, No. 58 is usually kept in steam and put to work on alternate days on the local passenger run between Puerto Cortes and Baracoa. Ex-Tela engine No. 160 also is fired up now and then for jobs in the port area yards.

On the Tela Railroad itself, operated by United Fruit, the last steam was run as long ago as July 3, 1967. Two years later twenty-three of the twenty-seven steam engines were cut up and dumped ignominiously into the nearby river!

One Mikado is downgraded to stationary boiler service at the Tela shops. Another loco was rescued by the patriotic rail labor union, proud of its steam heritage, for display at La Lima.

Steam in Nicaragua

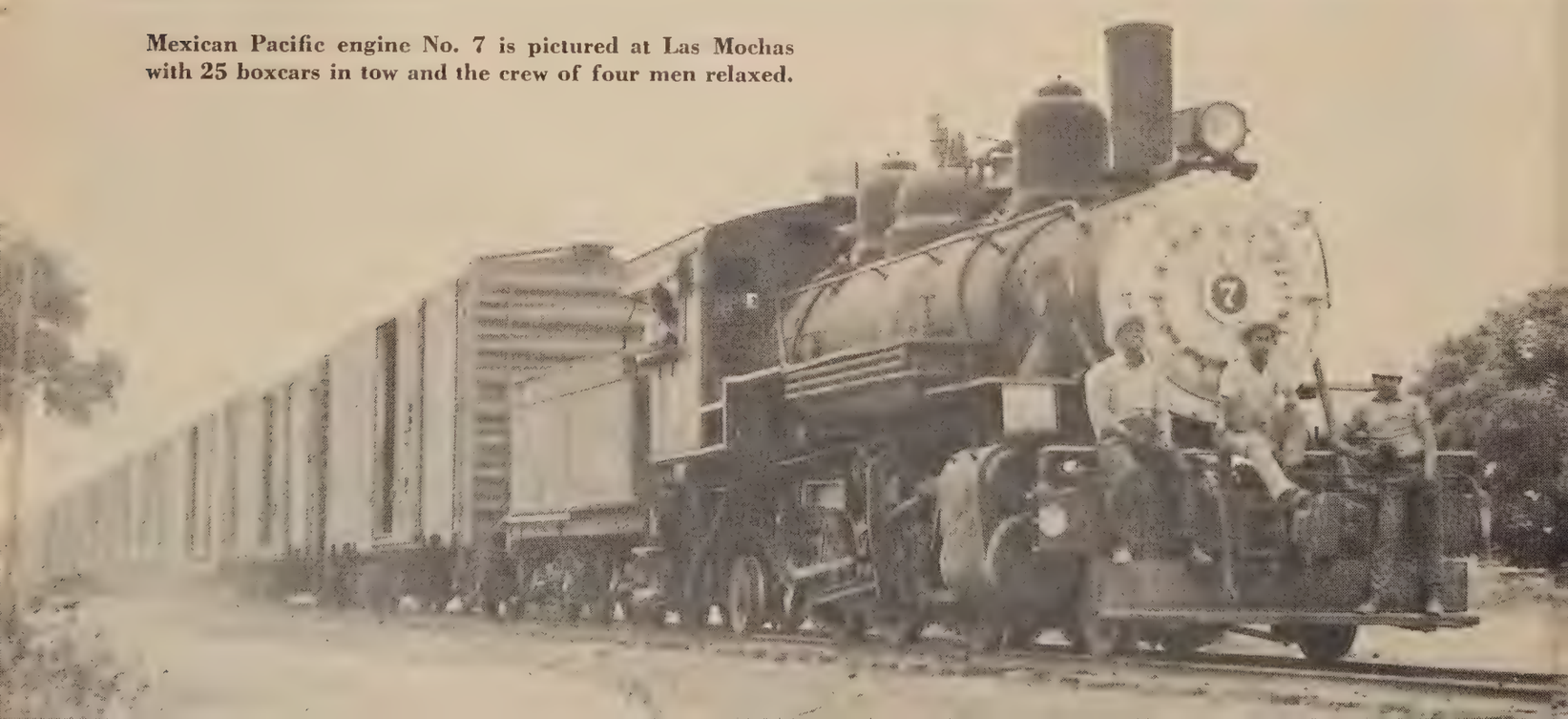
The Pacific Railways of Nicaragua have not used steam since 1968, although some of its once-busy steamers are stored in Managua and Leon. Elsewhere, the Nicaragua Sugar Estates at San Antonio regularly supplement their large fleet of diesels with three very active steamers. Really ancient Nos. 3 and 4, diminutive 2-4-0's built by Baldwin in 1892, alternate as mill switchers. No. 5, a solidly-built old Porter Consolidation, is the company's pride because she can haul more loaded cane cars than even its newest diesels. The sugar company operates passenger service to a connection with the Pacific Railways.

Steam in Costa Rica

The United Fruit Railways at Golfito (FC del Sur) generally keeps two of its four post-war Mikados under steam but on most days uses only one steam locomotive, usually between Golfito and Corredor, twenty miles distant. Another road, the FC Electrico al Pacifico, has a steam switcher which in previous years worked the docks at Puntarenas but has been moved to the San Jose shops for display. Six electrically-powered passenger trains in each direction are scheduled between San Jose and Puntarenas.

The Northern Railway of Costa Rica, though long totally dieselized, still operates autobus No. 189 on its primitive Parisimina and Rios Frios branches. This odd piece of motive power is actually a former PCC streetcar from Baltimore, converted with a GM diesel motor and employed in passenger and mixed service on branches out of Guacimo, far off the main line. The branches are used on alternate days, trips being made either very early in the morning (departure 4:30 a.m. and return 5:30 a.m.) or in the evening. Fortunately, both branches are operated on Sundays, plus a mid-day trip.

Mexican Pacific engine No. 7 is pictured at Las Mochas with 25 boxcars in tow and the crew of four men relaxed.



Salvador Railway 101 wheels mixed train out of San Salvador.

Engine No. 1 of the Compania Industrial Azurearera, S.A., of Mexico highballs for home. It was shut down in 1972.

A quick exchange of passengers and freight on Salvador Railway between engines 12 and 112 at Sitio del Ninos.

Nearing the end of a run, standard-gage No. 105 of the CIASA in Mexico pours on the power.

Built by Baldwin in 1889, this sturdy Mexican veteran is often used in the production of Western-type movies.

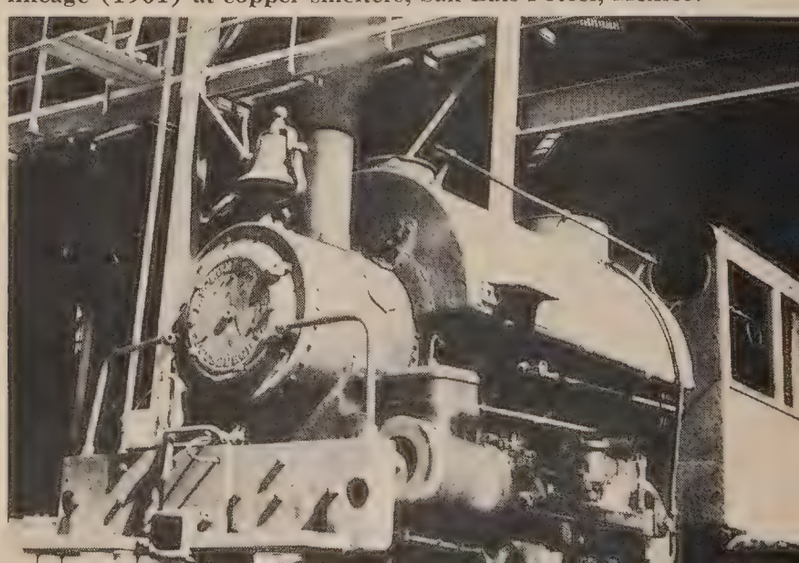
On display at the Pacific Electric Railway shops in San Jose, Mexico, is the graceful *Maria Cecelia*, built in 1898.

Another One-spot (Baldwin, 1901), currently operating, belies the old rumor that the CIASA would fold up in 1972.

Man examines fuel supply on woodburning three-truck Shay (Lima, 1914) of the Cia Madero industrial line in Mexico.

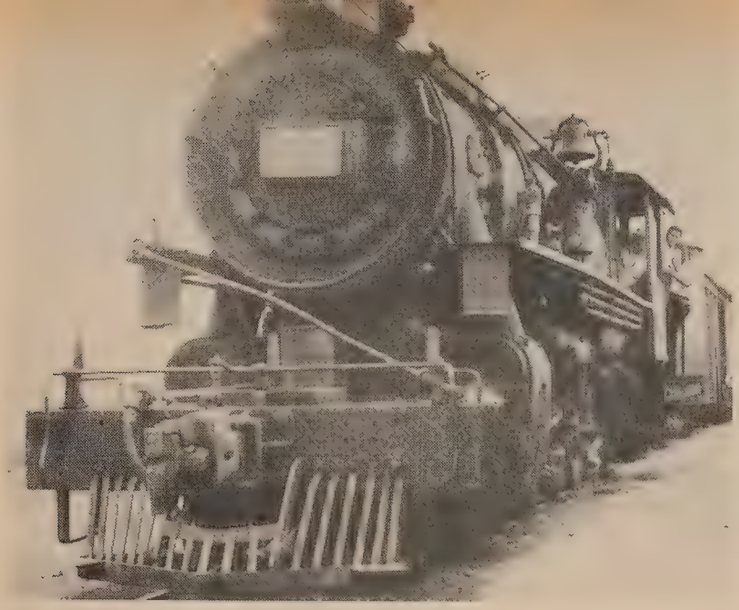
Standard-gage No. 12 (Porter, 1905) of the Cararea Copper Company in Mexico is still kept for use as backup engine.

No. 5 of Asarco Mexicana proudly displays her Porter lineage (1901) at copper smelters, San Luis Potosi, Mexico.



Engine 110 of IRCA in Salvador, with mixed train, blasts past piles of volcanic slag from an eruption fifty years ago.

Salvador Railway's No. 12, a 4-6-0 Baldwin built in 1910, labors up slippery grade of single-tracked line on way to Sarsante.



This 2-4-0 teapot (Baldwin, 1892) is busy each season switching the mill of the Nicaraguan Sugar Estates.

The last regular operated steamer of the National Railway of Honduras is being used on a local passenger run.

Heavy Krupp-built Mikado, vintage of 1837, steams off roundtable at Guatemala City. The road is almost completely dieselized.

STEVE MAGUIRE'S

TRANSIT TOPICS

Ten-car train southbound through Union City, California, made BART's first revenue run.
Bay Area Rapid Transit photograph

LAST June the Chicago Transit Authority gave free rides for three weeks to all passengers on its Evanston elevated line. This may have been the first time in American history that a large transit company extended such a privilege over a period of time. Before the experiment began, an average of 400 persons rode on the line within Evanston daily. On the first day of free rides, however, the number jumped to 2,343, which is no surprise; and next day it was 2,763. Thereafter, the weekly average was 3,500.

The purpose of the free-ride plan was to demonstrate that persons who don't normally use public transportation can be attracted to do so by lower fares. The fact that there was no charge for three weeks does not mean, of course, that CTA officials favor abolishing fares.

But the Illinois legislature was considering subsidies to mass-transit systems, and this was a way of showing that more people could be encouraged to ride.

ABOUT 13.2 million elderly and handicapped persons are potential customers of mass transit, but many of them are kept from using it by physical, service, or economic barriers. This is the thesis of a study report entitled *The Handicapped and Elderly Market for Urban Mass Transit: Executive Summary*, just published by the Urban Mass Transportation Administration of the U.S. Department of Transportation. This report examines the situation for the first time. It aims to serve as a basis for policy decisions on programs covering the group's special needs. The study was made by the Department's Transportation Systems Center in Cambridge, Mass. A copy may be had free by writing to the National Technical Information Service, 5285 Port Royal Rd., Springfield, Va. 22151.

PENNSYLVANIA'S Bureau of Mass Transit System is considering a policy change that would allow acceptance of Railroad Retirement cards as proof of age in its program of free transit for persons 65 and older. The program allows senior citizens to travel free on local transit systems during non-peak hours, weekends, and holidays. This news comes from L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

A FEDERAL GRANT of $62,733,333 awarded to the New York City Transit Authority (NYCTA) assists in building a new Manhattan-Queens subway. NYCTA, using its own funds, has already built a large part of the new $189 million line. The latest grant will be used to build three more sections, besides installing track and equipment on the completed sections.

The new line will connect with the existing 6th Avenue IND and the 7th Avenue BMT divisions. Its route runs from Central Park South under the park to 5th Avenue, then under 63rd Street and the East River to a point near Northern Boulevard in the Borough of Queens. It will also connect with the new 2nd Avenue subway now being built. Its Welfare Island station fits into the state's Urban Development Corp. plan to create a major in-town residential community on the island. The new line will be built to the latest design standards to reduce noise levels. Station areas will be treated with acoustic materials, welded rails will be installed, and the new R-46 cars will be used. As for cost, state and city will pay the local one-third share ($31,366,667).

Another Federal grant for New York State, $10.5 million to New York City's Metropolitan Transportation Authority (MTA), helps to continue the rehabilitation and extension of the Long Island Rail Road electrification system. This award adds to the $30.3 million awarded in 1967 and reflects needed design and engineering changes and six years of inflation in the labor and supply markets. Most of these increased costs are for building and equipping substations, power cable installation, and the modification of power supplies.

THE FIRST PHASE of a $1.75 billion rail-busway system will be financed in part by a Federal grant of $69.5 million to the Metropolitan Atlanta Rapid Transit Authority (MARTA). This is the second largest grant ever made by the Urban Mass Transit Administration. When completed, the project will consist of 50.1 miles of rail rapid transit plus 14.4 miles of busways, serving both the city and two adjoining counties.

Specific programs to be funded by the new grant include project management, conceptual and preliminary design, detail design, land acquisition for right-of-way, and relocation costs. The local one-third of the cost will be paid by the people of Atlanta and the counties of DeKalb and Fulton through a one percent sales tax they voted for mass transit in a November 1971 referendum. Funds from this tax are expected to amount to $43 million yearly.

CALIFORNIA, Hawaii, and Massachusetts also are getting huge gobs of money from the seemingly bottomless national reservoir of taxpayers' dollars. A Federal grant of $2.5 million to California's Metropolitan Transportation Commission (MTC) supports several transit planning projects such as the BART Impact program, the Golden Gate pricing policy study, intermodal integration, the Transbay Terminal study, and a BART safety study. The local one-third share of the cost is being provided by MTC, the state, and local planning and operating agencies.

An additional Federal award of $300,000 was made to the San Francisco Public Utilities Commission for the design and testing of a Kinetic Energy Wheel (KEW) as a supplemental energy supply system to power trolley-coaches. As a concept for storing mechanical energy, the spinning disc or Supplemental Energy Wheel has long been understood, but its power storage and range limitations have discouraged widespread use. In recent years technological advances in metallurgy from turbine development have increased storage capacity.

In addition, quick recharges with domestic AC power can now be used to restore the energy speed of the flywheel in less than 45 seconds. The system to be developed will provide the 6-mile range needed for a trolley-bus to traverse San Francisco's Market Street route without dependence on overhead wires. A quick recharge at the end of the route will store sufficient

Historical tram car numbered 0 (Brill, 1901) is operating daily on a year-round basis between Obregon and Insurgentes in Mexico City. Fare, 8 cents.
Photograph by B. Thomas Walsh

energy in the flywheel for the return run.

Also, $21.7 million in Federal money has been given to San Francisco's Bay Area Rapid Transit District (BART) to help the purchase and installation of a series of safety, reliability, and operating improvements that will enable the BART system to reach its full operating potential.

Furthermore, $1,310,000 has been passed out by Uncle Sam to the City and County of Honolulu, Hawaii, to support the transit-related elements of a Unified Work Program for Honolulu and its preliminary rapid transit evaluation program.

A Federal grant of $13.1 million to the Massachusetts Bay Transportation Authority for acquisition of the Reading commuted line from B&M is in addition to a sum doled out in 1969 for the same purpose. It assisted in buying $16.9 miles of B&M-owned right-of-way extending from the north bank of the Charles River to its terminus at Wilmington Junction. Also included in the grant are funds for acquiring other land, relocating people and businesses that occupied such property, and demolishing a wooden drawbridge over the Mystic River.

Governor Sargent of Massachusetts declared: "We will not repeat history; we will not build expressways! Shall we forge new chains to shackle us to the mistakes of the past? The problems of transportation have held us all prisoners for 40 years and, recently, that captivity has become intolerable. We are caught in a system that has fouled our air, ravaged our cities, choked our economy, and frustrated every one of us.

"We'll build a transit and commuter rail system to move people faster than rubber tire vehicles can. We will improve existing public transportation."

ELECTRIC LOCOS of the Butte, Anaconda & Pacific are being scrapped, some by McCracken Steel, Inc., at Butte, Mont., and the rest by Alaska Steel at Spokane, Wash., laments N. J. Benuty, Pomeroy, Wash. 99347. All bells from these locos were sold to a Seattle outfit at $350 each.

A THREE-DAY public auction was held on July 18, 19, and 20 of heavy steel fabricating welding and machine shop equipment at the St. Louis Car plant of General Steel Industries in St. Louis. The plant was closed because of unprofitable operations after many years as one of the nation's leading builders of rapid transit and commuter cars. The auction was part of a program to liquidate the assets of the Car Division on the most favorable basis possible. Production at St. Louis Car ended last April with the shipment of the final subway cars in an order for the New York City Transit Authority.

REGARDING an item by Bruce Russell in our May '73 department, Rafael Musco, Ramon Falcon 6478-A, Buenos Aires, Argentina, says it is not quite true that two rail routes have been joined by the new underground railway in Madrid.

"The truth is," he writes, "that we have a new and well located station, Madrid Cha Martin, with 16 tracks for freight trains and 14 platforms for passenger trains from the northeastern region and was linked with Madrid Atocha for a double-tracked underground railway five miles long. It has overhead catenary."

FARES are due to rise from 30 to 50 cents on the Port Authority Trans-Hudson trains.

The Hudson & Manhattan Corp. had set the 30-cent fare in 1961, a year before the Port Authority assumed the responsibility for operating and modernizing the suburban line. Since then, PA had nearly completed the rebuilding of the badly-rundown Hudson & Manhattan at a cost of more than $200 million. The rehabilitation program included the world's first all air-conditioned transit-car fleet, erection of a modern air-conditioned terminal in lower Manhattan, a transportation center in Jersey City, and the rebuilding or replacing of signal, power, and other facilities. Although the cost for carrying each PATH passenger is said to exceed 50 cents, this fare was set up after a thorough survey, based on the increasing PATH deficit.

In other PATH news, the rail extension program recently authorized by the States of New York and New Jersey provides for PA to start planning for direct rail service between Manhattan and Kennedy International Airport; also for a PATH rail link to Newark International Airport and Plainfield and direct rail service into Penn Station, Manhattan, for Erie Lackawanna passengers. The projects are estimated to cost a total of $650 million, nearly half of which PA will provide. Legislation for these projects was enacted by the State of New Jersey in Dec. '72 and by the New York State Legislature last May.

RAPID TRANSIT experts have been hired by the Niagara Frontier Transportation Authority as consultants for the proposed Buffalo-Amherst rapid transit line. The general manager of construction for Toronto's modern subway system, W. H. Paterson, will be a consultant for the Buffalo project and will become a member of the authority-appointed Expert Review Panel.

Richard F. Schroeter will serve a short term in reviewing the NFTA's concept for transit operations. Mr. Schroeter has over 30 years experience as a transit operator and manager in New York. His main concern as a consultant will be to review the rapid transit car size, since a main determinate of transit system cost is the width and length of the vehicle, particularly where underground facilities are involved.

A NEW TROLLEY LINE based on nostalgia has been opened in the complex that used to be the Southern Railway's antique terminal in downtown Chattanooga. This novel restoration of a great depot and its tracks is a joint venture of the railway, the Hilton Hotel chain, and others. There are smart-looking shops and a 103-room motor inn. Also 48 suites reminiscent of the Victorian era, each suite occupying half of a tastefully refurbished car on the old station tracks.

Farther out on the former right-of-way was a big parking area. To provide transportation between it and the main station grounds, track 11 was kept intact for a streetcar shuttle. Trolley fan David H. Steinberg, 606 Orr St., Chattanooga, Tenn. 37405, tells us about it. He is the motorman.

The car is former New Orleans Public Service 952, which was bought, along with the 959, by the Tennessee Valley Railroad Museum in Chattanooga when the transit company was dispensing of equipment after abandoning its popular Canal Street line. TVRM sold the 952 to the new venture, which is called the *Chattanooga Choo-Choo*. This car was then shipped to the Southern Railway shops in Atlanta, where its wheels were re-gaged and necessary repairs were made on the body and the electrical system. After that it was repainted a bright yellow with red trim and brown window sashes. When the complex was officially opened last May 30th the new-appearing car went to work on the line's one-fifth mile of track: 5-cent fare.

A nostalgic trolley setup is likely to be built soon in a vast development at Riverton, N.Y., a few miles south of Rochester. This area will be the southern terminus of a new subway line to run out of Rochester, as we mentioned in September. It will extend all the way from Lake Ontario through downtown Rochester, using the underground route of the big city's former subway, and southward to Henrietta.

Edward Blossom, who was manager and car-restoration expert for the old Magee Transportation Museum in Bloomsburg, Pa., has been hired to help create the Riverton trolley project.

Magee Museum has sold all its artifacts, including two restored open cars. More recently, sweeper 106, formerly from Scranton, Pa., but originally from the Chicago & Joliet Electric, was bought by Railways to Yesterday and is now at Orbisonia, Pa. The refurbished Pittsburgh Railways high-floor car 4145 went to the Columbia Park & Southwestern in Olmsted Falls, Ohio.

The partially-restored body of ex-North Branch Transit car 10 was sold to a group in Flemington, N.J., which aims to complete the restoration and use it for public transportation around a large shopping section of that city, near the Black River & Western Railroad station.

BAY AREA RAPID TRANSIT has a nomenclature problem with its private police department. As originally planned, the department was known as the Office of Security. Now, as the Department of Police Services, it has a force recruited from 22 municipal police departments. These men have an average of over seven years' experience and 2½ years of college.

Yet newspaper and radio reports still refer to the officers as "security guards," a term generally associated with private organizations working on a contract basis without the usual police powers. BART police actually have the same powers of arrest, etc., as municipal cops. Occasionally they find themselves in situations where an offender feels they have no right to make an arrest. What ensues usually escalates into a "battery upon a police officer" charge. Hereafter, we hope the news media will refer to BART men as police officers, to allay any such misunderstandings.

While on the subject of BART, its scheduled opening of service into San Francisco via the underwater tube is not taking place on September 24th as had been planned. The Public Utility Commission is requiring the line to give documented evidence that its trains can run safely through the tube, before allowing the new service. This will mean extensive trials and a delay in opening.

George E. Horn of Mountain View, Calif. 94040, a former supervisor on the New York City Transit Authority and now an operator of PCC cars on the Municipal Railway in San Francisco puts it this way: "They (BART) have not satisfactorily overcome their train detection and other problems to the satisfaction of the California PUC. Despite the experience of six months of operation, doors still open up in trains carrying passengers at 80 mph! Because of poor car design, some cars already are sagging in the center and have to be reinforced (maybe old-fashioned truss rods?), while labor and time costs climb because of removing an 'A' car off a train to take out 'B' cars to cut train lengths in non-rush hours. After the train has been cut down, the 'A' car has to be added again."

WE ASKED for facts about the Fisher Electric Ry. System after a reader had found a glass insulator with that lettering. Replies came from Addison H. Laflin, Jr., 2119 Marin Ave., Berkeley, Calif. 94707, and Felix E. Reifschneider, Box 88, Fairton, N.J. 08320. Both letters give similar data.

Says Mr. Reifschneider: "In the early days every engineer who built a trolley line called it a "system." There were the Bentley-Knight system, the Short system (cars in series), the Daft system, the Van de Poele system, the Henry system, the Thomson-Houston system, and the Sprague system. As we know, the last-named was the one universally adopted.

"The Fisher and Fisher-Rae systems started out by using 'third rail.' Actually, there were two power conductors; so it was really a four-rail system. In city streets, the two power rails were in a conduit, but Mr. Fisher built a suburban line at Grosse Pointe, Mich., out in the country, where the two power rails were above ground level, exposed, between the two track rails. Apparently the first overhead system built by Mr. Fisher was at Sault Ste. Marie, Mich., in 1888."

According to Mr. Laflin, the Fisher system was also used in Detroit's first electric streetcar lines. It was manufactured and promoted by the Detroit Electrical Works in that city and installed as early as October, 1886. Another installation was at San Jose, Calif., in Sept. '88. It used a conduit with two (negative and positive) rails. However, the conduit could not take rain-water, and after the first big storm the system was dropped and the line went back to horsecars. Later on, the Thomson-Houston system was set up. The glass insulator with a flat groove at the top probably was used to hold a contact rail.

Electric Publications

***100 Years of Capital Traction:* a Story *of Streetcars in the Nation's Capital*, by LeRoy O. King, Jr., 329 pages, 8½x11″, with hard covers, $20 from the author at 4815 Allencrest, Dallas, Tex. 75234.**

The author's father, now deceased, was one of the earliest traction enthusiasts and one of the first to photograph streetcars. As early as 1905 he was shooting trolleys in his home city of Washington, D.C., and elsewhere. These views, taken over a span of more than a half-century, are important to Washington's rail history as written by his son, who also is a transit fan.

Combining his father's photos and other material with recent company files and news excerpts, LeRoy, Jr., has produced the first complete story of Washington streetcar lines from the horsecars of 1862 to the demise of trolleys exactly 100 years later by order of Congress.

The most unusual feature of the city's car lines was the fact that when electric cars started to supplant horsecars and the few small cable lines, "unsightly" overhead wires were not permitted; so the downtown area used expensive third rail conduits. The wide spread system lasted with modern PCC cars through World War II until the late fifties, when Congress issued its arbitrary decree that the city's local non-voting people could not block. King's book is profusely illustrated with photos, maps, and scale drawings. There is a complete roster and even an index.

***Notes from Underground* is the monthly bulletin of the Committee for Better Transit, Box 3196, Long Island City, N.Y. 11103. Although oriented toward New York City problems, it often prints items of interest to transit enthusiasts elsewhere in the country. CBT dues are five dollars a year.** ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

The Erie Lackawanna's RU tower, looking toward the town of Steerling, Ohio.
W. Mike Weber, 938 Ligorio Ave., Cincinnati, Ohio 45218

STERLING, Ohio, is a sleepy little farm community in north central Ohio, 22 miles west of Akron. It has but one industrial rail siding, which serves a farm elevator. However, Sterling is a mighty important spot on two hotly competitive railroads, the Baltimore & Ohio and the Erie Lackawanna. Here the two systems cross as they race each other from Chicago to the East Coast.

The B&O, angling across Ohio from northwest to southeast, intersects the EL, which runs straight through at a double crossover at RU tower. Also compounding things is the intersection of the B&O's CL&W Division, a coal line to Cleveland and Lorain, which forms a wye behind the tower. Coal drags up from West Virginia by way of Wheeling, Holloway, and Warwick rumble across the main and head up the single track toward the Lorain docks. Empties coming south reverse the route.

The B&O main is a famed speedway to Chicago, double-tracked and well-ballasted, a highway of welded steel. The other main is the lifeblood of the EL, the path of every hot freight on the line. Solid piggybacks, high-class perishables, automobiles, everything the EL hauls for a profit passes Sterling.

The motive power used through Sterling is as varied as it is colorful. B&O sticks mainly to the high-horsepower 4-axle EMD models, with GP-40's seemingly in control of things. There are the new Chessie System GP40-2's, also. EL has a greater variety, using anything from old Alco RS-3's to brand new SD-45-2's and U-360's. Included in that mix are E-8's, E-7's, SD-45L's, SD-40L's, U-25B's, etc, EL's bright paint scheme is among the best in the country; and with the new blue-red-yellow "Chessies" sprinkled in among the B&O trains, Sterling offers much for the photographer.

Arriving in Sterling at 12:30 p.m. on July 7th, we promptly checked in with the operator on duty, Charlie Laird. Now an interlocking tower is no place for a social call, so we kept out of the way while Charlie filled us in on what to expect, the best place to watch the action, and cautioned us to stay off the rails. Charlie is a railfan as well as a railroader, and keeps a running tally on engines he sees pass his tower. He's an authority on both B&O and EL, as you might expect. He told us that on the day before, he went down to Brewster on the Norfolk & Western (ex-NKP, ex-W&LE) to watch Southern's fine 2-8-2, No. 4501, leave for Pittsburgh with a fantrip.

After getting the lineup, we picked a location away from the intricacies of RU tower and waited. Soon the bell rang and a light showed to the east. This was a B&O unit coal train bound for Willard, hauled briskly by two Chessie GP40's, No. 3710 and 3720, and old GP-7 No. 6424. The train was a combination of standard B&O hoppers and new Greenville Steel Car Co. high-side gondolas, built for unit service and meant to be unloaded by dumper.

Right behind it came a B&O coke train, so called because it contained a large cut of empty hoppers returning to Toledo for "Coke Loading Only." The consist was filled out with empties and dead freight. They made a pickup at Sterling of cars left by the CL&W Division local the day before. In the pickup string was an L&N hopper with a spring missing from the lead truck. We reported this to Charlie, who "hooped up" the message to the caboose as it passed. Power on this train was two standard blue GP-40's.

After a brief lull the bell again sounded and a westbound EL hotshot showed, with an SD-45-2 on the nose, followed by an E-8 and two F-7A's. They were all in shiny paint and looked good. I must say here that the trackwork over the EL diamond is rough. It was just relaid after a major pileup last December, but still the trains rock and sway through the crossovers like ships on a rough sea. To me it seemed wise to keep a good distance from any EL freight as it rolled through here. Speed was kept to about 45. Nothing seemed to bother the crews, who rode along in seemingly unperturbed style. But those high cars and auto racks, how they did dance!

Now a light showing up the CL&W branch turned out to be a B&O GP-9, No. 6435, and a GP-40, the 3709, running light. This power was to pick up 81 loads of coal off the main line west of the tower and proceed to Lorain. The CL&W operates on train orders, so the conductor came into the tower while his power tied into the coal. By striking up a conversation, we learned he'd been on the CL&W his whole career, previously running trains with 2-10-2's, 2-8-8-4's, Mikes and 2-8-0's. He told how he'd been in charge of the train which placed the C&O 2-8-4 Kanawha in Brookside Park in Cleveland.

Also, how the very engineer now pumping air in No. 3709 had run over the second-trick operator's car with a half-million pound EM-1 2-8-8-4! The second-trick man, now on duty, acknowledged this sad fact, but I got no further details as the bell rang again and EL's hot TC-99 was showing in the east. We had hoped to see "foreign" power on this transcontinental consist, such as UP, BN, or D&H; but today it had three EL units, a new SD-45-2, and SD-45L, and a "straight" SD-45. Once again I shuddered as the train literally danced through the trackwork.

Now ready to go back north, the CL&W crew requested orders to eat dinner at Seville, just a mile or so up

the branch. The orders were cut and we said good-bye to the conductor.

Now the EL was hot again as a three-unit lash rolled in light to pick up 101 cars of ore off the N&W interchange west of the tower. The N&W crosses the EL about three miles west of Sterling. You can hear and just barely see their trains from the tower. Flat country, out here. Anyway, this power was the exact duplicate of TC-99's, once again three different style SD-45's. They went in on the N&W cars, pumped up and came back east to the switch just west of the tower; but that was as far as they got for an hour.

Marion Terminal had just informed RU that EL No. 100 was running in three sections and all three were due at Sterling within the hour. So we got set to shoot three eastbounds. The first showed in about 15 minutes and was United Parcel 100, a solid piggyback consist of United Parcel Co. trailers, all headed for New York. Power again was SD-45's, three of them. Second 100 was a shorter train made up of general freight with a large number of tanks in the consist. He had two SD-45's spliced by a U-36-C and had barely cleared when third No. 100 showed with two U-25B's sandwiched with an SD-40L. The lead unit, No. 2503, was running hot and relayed a message that he would stop in Akron for water.

Finally, the way was clear for the heavy ore train to go East, bound for the furnaces at Youngstown. With a mighty heave, 10,800 horsepower got her rolling and was up to speed before the caboose passed. All cars were of the N&W family: N&W, NKP, Virginian, and P&WV. Some had ghastly-looking orange polyurethane foam oozing out their sides; this must have been a new method of plugging holes in hoppers.

At length about 4:40, we bade farewell to Dick, the second-trick man, and headed home. Before we left, he told a few tales of his own. He'd been on duty that grim night last year (Dec. 6, 1972) when No. 98 piled up right around the tower and surrounded him with twenty over-turned cars! Dick remembers seeing a bright red flame alongside the train and trying to raise the engineer on the two-way radio before hell broke loose. As he tells it; he started down the stairs, but quickly had second thoughts as rail, ballast, and bits of cars were flying around at the bottom! So, he "rode it out" on the top of his desk! When the dust settled, 20 cars were spilled, both the EL and B&O mains were hopelessly snagged, and train 98 was a mess. Of some prominence was the carload of pork rinds in bags which had overturned, spilling its contents.

That aromatic and fragrant freight is still on the ground at Sterling, six months later. Although covered with dirt now, it still stinks. Also still lying along the right-of-way is the culprit which caused the wreck, a set of wheels with a burned-off journal. Roller bearings, too. That had been the cause of the red flame.

But, said Dick, it wasn't the worst wreck that Sterling had ever seen. In 1965 an eastbound EL hotshot met a westbound B&O drag right on the crossover, head-on! The ghastly toll was six railroaders and eight diesel units—one of the most disastrous pile-ups in this country in recent years.

RU tower has been at Sterling since about 1901. Its Union Switch & Signal (Westinghouse) interlocker is an electro-pneumatic model built in 1897! According to the fellows at Sterling, it's the last one remaining in the country. Can you imagine how many trains rolled through that machine, and the power they used? Steam from 4-4-0's to 2-8-8-4's and probably 75 percent of all road diesel models built. Both EL and B&O forward new locos. It is safe to say that the products of Alco, Baldwin, and later GE went through Sterling on their way West on one or the other. EL is even now forwarding Union Pacific U-boats from the GE plant in Erie.

SEVEN YEARS AGO, after shortening its name to Alco Products, the old American Locmotive Co. embarked on a last-ditch effort to capture a share of the diesel market from EMD. The overwhelming success of both the GP-7 and the GP-9 of EMD had made Alco's fine RS-3 model relatively unattractive. Alco introduced a beefed-up, radically different line of road switchers based on the new 251 prime mover. This engine had been introduced in 1954 in the 800-hp S-5 switcher, being a 12-cylinder version selected as the heart of the new road switcher line.

Thus was born a brutishly handsome machine, the DL-701. It was different, riding on four-wheel trucks, with the hoods at roof level to the rounded cab, set back in a three-quarters position. Walkway battery boxes are reminiscent of the older RS models, so is the large radiator shutter assembly on the sides of the long hood. A new feature, the intercooler radiator assembly, was hung on the side of the long hood at the top, just back of the radiator shutter set. The unit produced 1800 hp, 50 more than rival GP-9, using a 12-cylinder turbocharged 251B prime mover.

DL-701 is not a model number but a "specification" number. That spec number covers two different models, RS-11 and RS-36. This confuses the average railfan. When someone reports seeing a DL-701, he should qualify it by saying RS-11 or RS-36.

The model RS-11 was produced between 2/56 and 4/64. No. RS-11's were built in the United States after 5/61, but Alco's Canadian Subsidiary, Montreal Locomotive Works, finished the 94-unit National of Mexico order in 4/64. For the record, Alco produced Nos. 7200-18, while MLW built 7219-7293. RS-36 was the upgraded RS-11, introduced in 2/62 and in production only to 8/63. The major difference was a new transistorized type E control.

A spotting difference exists between the two models. RS-11 has six evenly-spaced bare carbody filters along the top of the long hood, while RS-36 has two groups of three each. Both models have deep notches in the hood corners on both ends, in which are set the classification lights and sand fills. Both RS-11 and RS-36 exist in high-nose and low-nose versions, although the great bulk of RS-11's are high nosed, while most of the later RS-36's are low. Tallies show that a total of 431 RS-11's were built for both U.S. and Mexican roads, while only forty RS-36's were sold, all of them to U.S. roads.

Montreal's version of the same engine was called a DL-718, model RS-18, and was sold only in Canada. This version lacks the deep notches in the hood ends, and uses the Canadian version of the type B four-wheel truck. 351 MLW RS-18's were sold to Canadian roads. Owners are: Arnaud Ry. (some are lettered Wabush Lake Ry.), CN, CP, PGE (now British Columbia Ry.), Cartier Mining, Q&IT, R&S, and International Nickel. Canadian National owns most of them.

ALCO certainly got a shot in the arm when Norfolk & Western decided to replace 2-8-8-2's and 2-6-6-4's with diesels. Norfolk's first diesel was No. 300, one of the eight RS-3's, purchased in 1955-'56 and one of the very last RS-3's built. N&W then ordered GP-9's and RS-11's to take over all freight work except the mine runs and the heavy going over Blue Ridge summit. Thus N&W became the largest RS-11 sale with 99 units.

Later, after the merger of Nickel Plate, NKP's 35 units were added. N&W also got six RS-36's new and 11 more from NKP, making N&W the DL-701 champ. Only N&W and D&H had both models of DL-701. Later on, the Norfolk, Franklin & Danville had both, two RS-11's by way of N&W (ex-NKP) and two RS-36's which had been Atlantic & Danville units until the road became NF&D.

DL-701's continue to be active on many roads. Here in Cincinnati we have ex-Tennessee Central RS-36's working the DeCoursey hump as the Louisville & Nashville 910-914, and a few N&W RS-11's show up on road trains. N&W, GB&W, SP, MEC, TP&W, three Mexican lines, PC, and LV are still operating them. DW&P transferred 3609-

No. 800, an RS-36, was photographed March 18, 1971, near Showglow, Arizona.
Photo by Ken H. Ardlinger (Collection of "X2200 South")

3614 to the Central Vermont's roster.

Southern No. 11 (Carolina & Northwestern) was reported on its way to Erie last month as a trade-in. Missouri Pacific rebuilt theirs with EMD engines and calls them GP-16's. Monongahela Connecting, a Pittsburgh Steel Mill road, bought one unit and had it placed on GE trucks from an old GE center-cab switcher. N&W 349 and 383 have been scrapped, due to a wreck. Chicago & North Western's single RS-36, No. 405, was rebuilt from RS-3 1553. The N&W 2874-2475 (ex-NKP 874-875) are the only RS-36's I know with steam generators, which today are just extra weight on N&W. Of course, many MLW RS-18's still work in Canada. Seen any of them in your area?

Evidently B&O is dealing with the ICG's diesel-rebuilding shop in Paducah, Ky. Whether they will get "Paducah GP-10's" or have simply sold wrecks outright for parts is unclear to me at this time. Four GP-9's went through Cincinnati from the diesel shop in Glenwood, Pa. (Pittsburgh), carded for Paducah. Sprayed on in place of the painted-out B&O lettering is a crude "IC&G." These engines are 6588, 6467, 6674, and 6505, all wrecks.

The 6505 has no long hood; the prime mover is smashed and exposed. This loco was lead unit in a smashup last winter at Washington Court House, Ohio. The 6674 had been given a new short hood; it was in primer coat only, but evidently there is much more wrong with this loco. The other two had sustained heavy damage to their exteriors; I could not see the prime movers.

Tragedy struck the Birmingham Southern in July as an earthen fill became softened by torrential rains and collapsed under a train, demolishing five new SW-1000's and killing the five railroaders trapped in the cab of the lead unit. Engines No. 11 and 14-17 were involved. As I understand it, the fill was built—as a replacement for an old wooden trestle. The train had started across and the fill gave way, causing the fifth engine to fall on the first.

JERRY MART of Hopkinsville, Ky., reports hearing from Edison Thomas of the L&N that his road is very short of power, even after delivery of the GP-38-2's and U-23B's. The "Old Reliable" is leasing units from Penn Central to help this situation. Espee also is short, having 25 N&W units on lease. A strange quirk thus shows up here in Cincinnati: B&O and SP's subsidiary, the Cotton Belt, operate a run-through freight which uses both B&O and SP or Cotton Belt power. Lately, though, some of the leased N&W units have been coming in on these "Gateway" trains. Possibly one day a B&O crew setting out cars on the N&W interchange at Ivorydale might do it with a better N&W loco than the local N&W crew gets!

Speaking of N&W, the latest news release from Roanoke carries a new loco motive order from EMD, but gives no further clue as to what types.

FROM Compton, Calif., comes word that Genisco Technology Corp. has received a Union Pacific order for over 200 of its Transition Programmers to use in the road's diesels. Genisco claims the Programmer eliminates 50-90 trouble-prone electromechanical relay contacts currently used in the locomotives.

UP's assistant chief mechanical officer, F.D. Bruner, says the system controls "the electrical switching or gear changing necessary to protect traction equipment from damage by excessive current as a locomotive speeds up or slowsdown."

UP reports call for more of the devices. Among the operating advantages have been the smooth transition forward and backward, absence of surge, excellent dynamic brake performance, and no noticeable jerking action. A comparable device called a digital speedometer is being tested on UP and SP.

Pete Godinez, a Genisco official, says this unit is designed to be used in conjunction with the transition system and will enable engineers to maintain more precisely the constant speed of a long train as it negotiates a rise, minimizing or neutralizing shock.

Let me say that I've ridden freights over the Pittsburgh Division hills without any noticeable shocks. Power up front was not a diesel with a digital speedometer but a 2-10-2 with a top-notch engineer.

STEVE DOLZALL is working on a Baldwin diesel history. Although he has several hundred prints including most models, he needs a few more. If you have any such photos you'd like to see in print, contact him at 2632 Skyline Dr., Bloomington, Ind. 47401.

MANY fellows send me photos for this column. I appreciate getting them, but can only forward them to New York for consideration by the editor, who himself is contantly being inundated by material for publication.

However, the "locomotive sketch" feature I've been running will definitely need some photos of second-generation models. I have color slides of these models, but slides are inconvenient to print in black and white. So, if you wish to donate good b&w (preferably 5X7) photos of diesels from GP-30 and U-25B to the present, send 'em to me. along with diesel news, at 792 Farnham Court, Cincinnati, Ohio 45240.

This RS-11, now on Central Vermont, was snapped in '58, location unknown.
Collection of Jim Edmonston

PASSENGER TRAIN SURVEY

THE NATION'S ailing railroads are getting an unexpected boost. Gasoline shortages are prompting more people to turn to rail travel. Concern over the environment also is helping trains. Ecologists point out that railroads carry passengers with less pollution than autos, buses, or jetliners.

In 1929 some 20,000 trains crisscrossed the land carrying 77 percent of the traveling public, but by 1970 fewer than 450 trains were transporting only about 7 percent of American travelers.

Then in 1970 Congress established Amtrak to save the country's passenger train system from extinction. Today, Amtrak reports soaring ticket sales. Operating more than 1,600 trains under contracts with the railroads, it has seen the number of riders on some routes increase by 50 percent as rehabilitated coaches, diners, and sleeping cars came back from workshops and were placed in service.

At the turn of the century, bicycles were popular in towns and parks, while trains were used for trips between cities. Amtrak now lets passengers take their bikes with them anywhere in the country, and even offers free cartons to pack the bicycles safely. Other innovations include hiring hostesses to serve passengers at their seats, and showing movies for those weary of watching the scenery.

Borrowing an idea from the airlines, Amtrak began selling package tours, arranging car rentals at destinations, and offering special rates for family holiday travel. In its two years of operation Amtrak has developed more than 100 tours, and will gladly give you details so you can make a choice.

As new trains are added to the rail network, the National Geographic Society reports, Amtrak vice president Harold Graham predicts a rebirth of train travel because, in his words, "The needs of America are changing." Here's a rundown on the amenities you can expect today:

FOOD. Most Amtrak trains have dining cars or snack bars, or both. Meals have been upgraded and are similar to what you might get at a good neighborhood restaurant, with lunch in the 2-3 dollar range and dinner about 5-6 dollars. There's a junior menu for the peanut-butter set, with two dishes just for little ones at each meal. Pub cars, a popular feature on the New York-New England-Montreal run, are being added to more routes.

SLEEPING accommodations vary slightly with different railroads but may eventually be standardized. All lines offer roomettes, bedrooms, compartments, and drawing rooms, with price and size increasing in that order. All four categories have sink and toilet facilities.

ACTIVITIES. Some trains offer recreation cars with color TV, movies, bingo, a fashion show, reading area, activities, books, and crayons for the small fry. The *Broadway Limited* between New York and Chicago has a recreation car with cassette piano, movie, and TV.

BAGGAGE. Three pieces are permitted for each adult and two for a child, with a maximum family-plan allowance of five bags and 250 pounds.

AT CHICAGO last July 7th I rode Amtrak train 1030, combining the *Hiawatha* and *North Coast Limited,* en route to Milwaukee. It was a long train, 21 coaches pulled by three diesels. We were rolling smoothly along at maybe 50 mph when suddenly the brakes were slammed on, tossing passengers forward in their seats and throwing to the floor a few who had been walking the aisle. We were rounding a curve, so I saw our three locos with a baggage car continue right on down the track and vanish! Obviously the train had been pulled apart.

A woman screamed that we were off the track, because our coach was leaning to one side. To calm her and other passengers, I explained that the car was leaning only because it stood on a curve and that the track just outside her window was the southbound mainline to Chicago. About 35 minutes later, the locos with the lone baggage car came slowly into view. Our train was coupled together again, the couplings and airbrake system were checked, and we were on our way again to Milwaukee, which we reached only 35 minutes late. I'd like to have seen the expressions on the faces of the engine crew when they discovered that their train was missing.—M. M. Meerse, 215 W. Columbia Ave., Belleville, Mich. 48111.

THE HOPES that Amtrak had pinned on a $2 million turbine-powered train were dashed when it sideswiped a Canadian National fast freight at Lachine, Canada, 15 miles west of Montreal. Ten persons were injured. The accident occurred on July 19th when the Turbo was making a final run before acceptance by Amtrak.

"It's a complete write-off," lamented Mark Landry, the Amtrak area sales manager. "Just a pile of scrap!"

Four freight and three passenger cars were burned out in the fire that followed the smashup, less than 20 yards beyond a switching crossover in CN railyards. Flames fed by highly combustible fuel aboard the train soared 100 feet, burning spectacularly for almost an hour before they were brought under control.

At least 25 persons, chiefly United Aircraft, Amtrak, and U.S. rail officials, were aboard the Turbo when it struck the freight train.

But on the Canadian National, the turbine-powered principle seems to be making a comeback. On June 23rd, a little over a month before the Lachine wreck, a *Toronto Star* reporter traveled from downtown Toronto to downtown Montreal by Turbo 35 minutes faster than the time made by Air Canada jet over the same distance. He admits that his ride was "necessarily a short-term and possibly unfair comparison." The Turbo took four hours and 15 minutes, Air Canada four hours and 50 minutes.

A few hours later, the night Turbo from Montreal to Toronto arrived at Union Station 56 minutes late. The lights went off and the air-conditioning failed, giving passengers an unscheduled 35-minute stop in Cornwall. This train made the 337-mile run in 5 hours and six minutes, with one engine shut down after the Cornwall stop.

The Turbo, when first introduced, was billed by CN as one of the greatest advances in railroad technology in the past 100 years. Less than a month later it was out of service, unable to cope with the harsh Canadian winter.

Reintroduced in May of 1971, it made it through ten long, trouble-laden months until February, 1972. Then it was finally untracked "indefinitely" for some much-needed work.

Now, almost a year and a half and some 100 modifications later, the Turbo is back and offering the same Montreal-Toronto trip in 4 hours and ten minutes. This time it is delivering. Well, almost.

A license to build turbos developed in France has been granted to Rohr Industries, Inc., under an agreement signed in Paris by Rohr and ANF-Frangeco, S.A., a diversified French railway and subway equipment manufacturer. This agreement gives Rohr exclusive rights to build and market the trains in North America. These advanced-design trains, powered by gas turbines, reportedly can run up to 125 mph on existing railroads with superior passenger comfort and less noise than todays' equipment. French Na-

tional Railways has operated such trains over five million miles in regular passenger service since 1970.

NORFOLK & WESTERN and the Illinois Department of Transportation have reached an agreement whereby the N&W will be repaid for about one-fourth of the 1972 deficit it incurred in operating commuter trains between Chicago and Orland Park, Ill. The railway expects to get around $40,500 under this agreement.

Elsewhere on the commuter front, after conducting a poll, Penn Central found that 37 percent of its 850 regular riders between Valparaiso, Ind., and Chicago prefer an end to suburban service rather than pay a fare increase of "more than 100 percent." The poll also showed that 28 percent preferred the fare increase while 34 percent said they had no choice. Penn Central estimates, possibly with some exaggeration, that it will lose $495,000 on the line this year.

Commuter Train Wreck

REPORTING on the Illinois Central Gulf commuter train wreck in Chicago last October 30th, the National Transportation Safety Board recommends Federal action to improve railroad car "crashworthiness" through "substantial research and development." The Safety Board also urges the ICG to improve its operating rules and rules enforcement and to "systematically" review its organization for safety.

More than 300 passengers were injured and 45 perished at the South Side 27th Street station when the train of four new bi-level Highliner cars was struck from the rear by a six-car ICG train of older commuter cars. The inbound Highliner train had overshot the station by more than 600 feet and was backing up. It was nearly stopped when the following train, also inbound on the same track, failed to stop in time. Most casualties occurred in the Highliner train's rear car as the older car telescoped it.

Probable cause was the backing of the Highliner train "without flag protection into a previously vacated signal block" of the automatic-block signal system, and the "failure of the engineer" of the following train, "while operating faster than the prescribed speed, to perceive the train ahead in time to avoid the collision."

Contributing to the accident were (1) "ambiguous rules which caused confusion among employes regarding the necessity to flag within automatic-block signal system limits," and (2) the "reduced importance of flagging in suburban service implied by management's failure to enforce" five of its own rules. The Board also criticized "the overriding of the underframe of the Highliner car by the older car, which allowed the older car to telescope the Highliner car."

Down at the Depot

IN REGARD to Thomas F. Miller's letter in your June issue for nomination of the shabbiest passenger station in the U.S.A., I have just completed an 11,000 mile trip around this country and Canada and will make a few nominations.

The most dilapidated depot I went through was at Harrisburg, Pa., on the Penn Central. Its roof leaked right into the waiting-room. Passengers were either getting splashed (it was raining hard the evening I was there) or slipping and sliding across the floor to reach the street or a train. The depot itself was in a sad state of disrepair and foul-smelling. I was glad to leave. And Harrisburg is a state capitol!

St. Louis Union Station also could easily win an award for disrepair and neglect. Again, a hard rainstorm and leaks from the roof all over the waiting-room and train concourse areas. The approach tracks are so rundown that the train I was waiting for, the eastbound *National Limited*, took nearly 30 minutes to back into the station!

The New Haven, Conn., spot must be the most dreary-looking structure in the entire Amtrak System. Only a few of its interior lights were on at night, which gave the place a dark look.

But the Canadian National depot at Montreal is something you should see. It is the finest station I have ever been in (the National Railways Station in Mexico City runs a close second) and should be used as a model for stations in the U.S.A. I also noticed that a non-Amtrak line, the Southern, had nice, clean, and functional depots at all major points along its route. However, in Birmingham, Ala., I saw something that should be eliminated: two stations for one city. The Southern and L&N depots are two miles apart, yet the Southern tracks go right past the L&N station there!

The most humorous event I saw was at the South Station in Boston. There, Amtrak passengers had to dodge the pigeons that were flying all over the inside of the building.—Frank Tobey, Columbia Hotels & Apts., Kelso, Wash.

Scanning the April 29th schedule, I note that Amtrak has taken the liberty of designating Toronto Union Station as an "Amtrak station," even though no Amtrak trains use it.—Stanley Kuslansky, 114 Dove St., Dunkirk, N.Y.

Grand Trunk Western's 107-year-old Brush Street depot in Detroit, Mich., closed its doors last June 29th and a few days later the wreckers began tearing it down to clear the site for a $500 million Renasisance Center. (How big money is tossed around these days!) The three daily commuter trains which had been using the old station have been shifted to a new GTW facility two blocks away.

The new facility is a prefabricated metal and glass building designed for passenger service only. It provides seating, ticket and restroom accommodations. Trackage will be rearranged in the area, and Grand Trunk will continue to provide switching service for Canadian National car ferry operations between Detroit and Windsor, Canada.

Down at Daingerfield in northeastern Texas the Louisiana & Arkansas depot was shut down on July 6th. The Texas Railroad Commission had ruled that it should stay open, but the L&A succeeded in getting this decision overturned by an Austin district court. The old station agent, W. B. Kelly, was transferred to Pittsburg, Texas, to serve as agent there until he retired next summer.

Architectural and historical buffs are glad to learn that interior renovation work under way at Grand Central Terminal in New York is aimed at restoring the walls, ceiling and lighting fixtures as closely as possible to their original glory of 60 years ago. Work begun recently in the Graybar arcade is part of an overall program being funded by the Metropolitan Transportation Authority over a period of several years. This leads to the building which houses *Railroad Magazine*.

St. Louis Union Station, with architecture and a tower that made it a landmark, is reported to have been sold to a Florida real estate concern, but we don't know what fate is in store for it. It seems that a contract has been signed by the Terminal Railroad Association of St. Louis, which owns the station, and by Harry Gurwitch of the Castle Building and Development Co. in Miami.

The station, which has been facetiously termed one of the two ugliest structures created by man, the other being the Derby hat, was erected in 1894 and in its peak years accommodated as many as 100,000 passenger and 200 trains a day. Four passenger trains now enter and leave the station each day. Only TRRA and Amtrak trains use it. A feature article on this old edifice, by Freeman Hubbard, appeared in our Feb. '47 issue.

Joe is a cyclopedia of railway lore.

INTERESTING RAILFANS No. 130
JOSEPH FOX

by FREEMAN HUBBARD

JOSEPH FOX has some traits like my late grandfather Edward Whiteley, particularly his sense of loyalty and a pride in whatever he is doing. Grandpa, too, was an Englishman. While living in Huddersfield, a Yorkshire mill town which produced Harold Wilson, former Prime Minister of Britain, he served as a Sunday school superintendent for 17 years without missing a single session! Later, the white-bearded Old Man with a scythe and an hour-glass waited a long, long time before cutting him down. Grandpa died in his sleep at Philadelphia, Pa., my own birthplace, but not until he was 94 years old. I hope Joe Fox eventually reaches 100. He probably will; Joe looks as tough as an oak, lives simply, has a serene mind, and has never smoked, even though his father was a wholesale and retail tobacconist.

Besides being a railfan, our subject was a railway clerk for 45 years in England, where he still lives; and when he was retired on September 23, 1961, he says proudly: "I gave them full measure; I worked up until midnight on my last day of service."

Full measure! Wasn't it Abraham Lincoln who used that term in his Gettysburg address, "the last full measure of devotion"? I wonder how many men today could match Joe Fox's record or my grandfather's? And how many jobholders give their jobs only minimum time and effort in exchange for as much money as they can get? Maybe those oldtime Englishmen had something. At least, they kept invading armies off their native soil for more than nine centuries. No other nation on earth has done that!

Joe's family tree has no railroaders; but a relative of his mother's was a locomotive driver on the old Great Eastern Railway and is sleeping out eternity in the Rosary Cemetery at Norwich in Norfolk, beneath a gray headstone carved with an engine and tender. Such headstones, symbolizing a mans' love for his occupation, can be found in the United States also—a few of them, mostly east of the Mississippi.

You might ask why I picked a foreigner for this month's "Hall of Fame." The main reason is that Joe Fox's unusual hobby of collecting rail anecdotes has been enriching our *Mail Car* section off and on for years. That, plus other facts, gives him distinction. The only previous overseas fan we had in this series was the English railbook author Cecil J. Allen, whose recent death Joe commented on in our August issue. Besides, Joe doesn't consider himself a foreigner from the American viewpoint. He has been reading *Railroad Magazine* since the early 1930's and reminds us that Norwich, where he was born on July 28, 1901, is only twelve miles from the village in which Abe Lincoln's paternal ancestors lived and that some of the Pilgrims who settled what is now Massachusetts came from his vicinity.

Here is a sample of Joe's anecdotes: In early days no inter-city expresses ran between London and Cambridge; and there were plenty of jokes about slow trains, comparable to those printed in *The Slow Train Through Arkansaw* book in the U.S.A. It is said that one day when a lady and her son arrived at Cambridge by rail, the ticket collector told her: "Madame, you'll have to pay full fare for your little boy; he is over twelve."

"He is now," admitted the mother, "but he wasn't when we started."

Among the bright memories of Joe's teens is the first time he saw the *Flying Scotsman*, gliding smoothly through

Joe admires the little engine that wheeled his train from Horsted Keynes to Sheffield Park on the Bluebell Railway, a preserved line in Sussex, England.

Doncaster in late 1917. (Many of us saw that train when it toured America a few years ago). He also has a clear recollection of the glinting rails between Norwich and Cromer and the elegant ten-coach dining-car train from London which ran over them.

"The line is still there, though only two- and three-coach diesel sets are now using it," he laments, "but it is better for the road to stay open, even with its glory departed, then to be closed."

The Great Eastern, on which he began railroading as a clerk in the Norwich Thorpe freight depot on August 29, 1916, was merged into the London & North Eastern in 1923 and into the nationalized BR system in 1948. Joe worked in the areas of Norwich, London, Cambridge, and finally went back to London, where for twelve years he was a relief ticket and parcels clerk before being pensioned. Meanwhile his twin brothers, Ronald and Donald, and three nephews had followed him into railway service in various categories.

While the Fox boys were growing up they lived near the Norwich station and often visited it. At age six Joe walked four miles from home to watch trains, staying away so long that he was reported to the police as missing. Four years afterward he began to read railway books and magazines, and later was happy when a friend gave him the first copies of *Railroad* he had ever seen. In those days our magazine was a pulp with many more pages than it now has but with a smaller page size. It opened a new world to Joe. Soon he turned to picture-taking.

"On fantrips I like to snap a photo or two," he says, "while keeping out of the way of fanatics who do such risky stunts as climbing signal posts to get their shots—and sometimes six shots of one locomotive from different angles—to show later at club meetings."

I asked Joe what was the biggest mistake he had ever made in his life, and he replied: "Leaving London for the provinces in 1928, following a spat with a girl I was fond of. I should not have let it influence me. London is the hub of things. As Dr. Samuel Johnson wrote: 'Whoso is tired of London is tired of life, for there is in London all that life has to offer.' I did get back to the big city in 1945 and have been living here ever since (now at 4 Heathfield, Holden Ave., North Finchley, London N12 8HY, England); even so 17 lost years cannot be recovered."

Joe has never married; however, he is devoted to children. It reminds me of the novel and movie, *Good-Bye, Mr. Chips*, built around a bachelor headmaster at a boys' school. When he retired, someone asked Mr. Chips if he regretted not having any kids of his own.

"But I do have," he said, "thousands of them—and they're all boys!"

Joe Fox has adopted, so to speak, all the children he comes in contact with and is always doing something for them. In 1964 he became treasurer and accountant of the Youth Club at the church he belongs to, Finchley Methodist. Every Sunday and Wednesday night he sits beside the door, taking in admission money as teen-agers of all sorts gather for social evenings. He checks off their names, welcomes each one, and keeps the books meticulously, with a large annual budget.

"It's a joy to know the boys and girls," he sighs, "and try to help them with what they think they want to do in life. They are a grand lot and I love working with them. On train trips I look for children. If the journey is long, I rest, read, and watch the scenery; then I walk through the entire length of the train, greeting every child I find. I am willing to take pictures of railroad equipment, stations, etc., without trains, but I think the presence of people makes a scene more attractive. Workmen, passengers, girls—all are desireable. I like getting young ladies in the photos but do not look especially for them."

Occasionally he writes magazine and newspaper articles on railways and other subjects. One of them recounted his experiences on the Talyllyn line in Wales, Joe being a charter member of the Talyllyn Railway Preservation Society. Another, oddly enough, appeared in the *Rapid City Journal* in South Dakota. Joe has long cherished a desire to write a book or play; but with so many "irons in the fire," to cite a trite phrase, he has not yet gotten around to it and probably never will. One of his time-

Our *Interesting Railfan* is especially fond of the Talyllyn Railway on the coast of Wales, the first British line preserved by voluntary labor. Joe is a charter member of it. The railway was used originally for slate quarries.

Although Joe is a childless bachelor, he is very fond of children. These two kids are gazing at some old colliery wagons from Seamer in northern England.
Photograph by Joseph Fox

consumers may be summed up as follows:

"I am a compulsive writer of postcards and letters. I can't go out of London for a few hours without sending cards to my friends—children in particular."

"One year," writes Rev. Dr. Leonard P. Barnett of the Finchley-Hendon Methodist Church Circuit, "when Joe was traveling in Austria for a fortnight he bought, addressed, stamped, and mailed 500 picture postcards. He sent one to every child and adult connected with his church, having first neatly typed a whole roll of gummed labels with their names and addresses, sticking a label on each card. Not only that, but he jotted down a brief message on each one. His flock of cards surprised the townspeople. Certain young husbands demanded to know why a fellow named Joe sent warm greetings to their wives."

This event he repeated several times. On a 20-day journey through Sweden and Norway he mailed 595 cards! Which reminds me of Arthur T. Knowles, a former assistant editor of *Railroad Magazine*. Art regularly dispatches about 400 Christmas cards a year to friends, relatives, and acquaintances, together with a long and breezy Xeroxed letter convering some of his personal experiences and opinions. Art is an individualist, and so is Joe Fox.

"Many people do not recognize my individuality," Joe protests, "I like going on my own way. Those who help me to do this are highly valued and I am always willing to aid them in time of need; but I dislike anyone who tries to run my life for me. It is infuriating to be told, 'You ought to do this' or 'You want to do that,' when it may be just what I *don't* want to do."

Dr. Barnett describes him as "a man with a calm, imperturbable manner, a certain barrel-chested majesty of mien." Joe has long been overweight (now weights about 205 pounds), but is trying half-heartedly to reduce. His height is average, his eyes are a mild, friendly blue, and even at age 72 he can read without glasses! He is stolid, a bit shabby, and slow of movement and speech, but has a ready smile and a kind word for almost everybody. Joe hates loud-mouthed exhibitionism and cruelty to children or animals.

"He's as much a part of our church community as the massive pillars supporting the sanctuary," says Barnett.

Since retiring, railfan No. 130 can no longer afford to visit foreign lands, but he does take trips in his home country, especially when he gets free passes. He delights in *British Rail's Merrymaker Excursions*, which lists travel bargains. Even without a wife to watch over him, Joe keeps physically fit, after a fashion, by walking, deep breathing exercises, simple foods, including codliver oil capsules and kelp (seaweed tablets), and by cutting down, but not enough, on bakery products and especially sweets. However, he often carries in his pocket a supply of candy for small children, apparently not realizing that sugary products rot their teeth.

"Thirty years ago when I first moved into Joe Fox's orbit," writes L. N. Heatherington, assistant secretary of the British Post Office, "his old-fashioned blue serge suit was kept clean and smart-looking (the work, I imagine, of his landlady) and a silver watch-chain spanned his ample stomach from pocket to pocket of his vest. Since then, being a bachelor, Joe has become carless about his personal appearance, although he is still a talented and lovable character. For many years he was the mainstay of the church's Literary Guild, for he is a wide reader and much of what he has read stays with him. Yet he still speaks in the broad accent of his native Norfolk. This has not stopped him from winning gold and silver medals for public speaking from the London Academy of Music and Dramatic Art. He is an able raconteur, with dry wit, and one of the stars in the Barnet Debating Society."

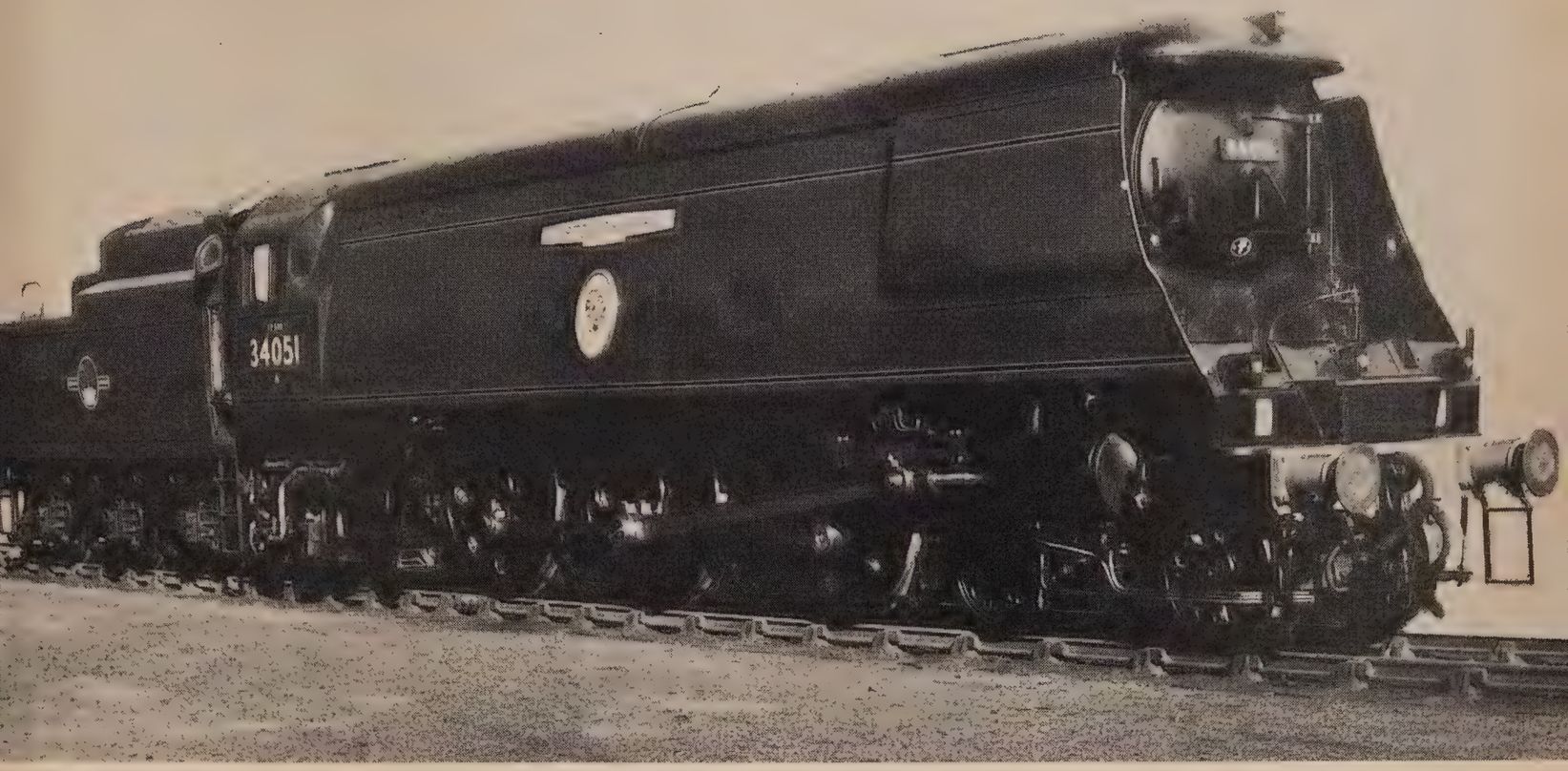
Robert E. Seip of Allentown, Pa., one of our hero's correspondents, was planning to take his wife and Joe to England, Scotland, and eleven countries on the continent. Before leaving home, he bought a Britrail pass for his overseas guest, whom he would meet for the first time in London; but British Rail refused to honor it because Joe was not "a bona fide resident of the Western Hemisphere."

"We found Mr. Fox to be an alert gentleman," Bob tells me, "and typically British, which means very polite. Also an avid railfan. (*Ed. note*: Must readers always use the same adjective to describe railfans?) He began corresponding years ago after seeing a letter of mine in your *Mail Car* section, and we have been writing ever since.

"Each month I buy *Railroad* and *Trains*. After reading each copy from cover to cover I airmail it to Mr. Fox. He, in turn keeps me supplied with *Railway World* and *British Rail News*, the latter being BR's official publication. I was prepared to pay his first-class rail fare to and from Scotland, as well as his meals and hotel rooms, since Mr. Fox is a retiree on a 'fixed' income; but he declined because of a key role he was to play in a drama group."

Joe is active in two Finchley amateur drama groups, the Guild Players and The Interpreters, and sometimes enacts a part on the stage. In addition to railroading, his favorite subjects are history and travel. He also creates light verse.

"One Sunday, while sitting in church waiting for the service to begin, he wrote a lovely poem to my daughter Kathy," recalls Rev. Elmer L. Parks, D.D., of the Ingomar Methodist Community Church in Pittsburgh, Pa., who was serving as exchange pastor at Finchley when he met our *Interesting Railfan*. "Joe's mind is an encyclopedia of English history. He reads a lot and can retain details that the average per-



Joseph Fox has a vast amount of knowledge of British railway matters, such as the Churchill funeral train (below) and the great "Battle of Britain" class locomotive No. 34051, named *Winston Churchill*, which pulled that train (pictured above).

Both photographs from British Railways, Western Region

son forgets. Dr. Eric K. Gardner, a consulting hospital anesthesist of Finchley, who likes to travel throughout England and the continent with his family, sometimes takes Joe along because he can give them fascinating sidelights on most of the places they visit and because he loves children."

Dr. Gardner sizes him up as: "A man of very many acquaintances but, I guess, few close friends. Joe is lucid, understandable, and outspoken on subjects that he feels really matter. He has a photographic memory, can read a poem or piece of prose once and recall it after months or years."

I had such a friend: Dr. Russell H. Conwell, founder of Temple University, Philadelphia, who officiated at the wedding of my parents. Dr. Conwell could look at a page of a book he had never seen before, read it only once, discard the book, and then see the printed page in his mind and read it aloud word for word.

"Joe enjoys the places he visits," Dr. Gardner continues, "and regards them as living history. A rare, outstanding quality of his is never getting into an argument. He merely states his case quietly and leaves it. I doubt if anyone has provoked him into a row in the past 20 years at least."

For nearly a quarter-century Joseph Fox has been keeping his church in the public eye by feeding new notes to Finchley's two weekly newspapers. To show their gratitude for this publicity, the congregation treated him to a holiday at Hastings, on the South Coast, site of the great battle in 1066.

"His popularity stems from the fact that he has always been young in heart," reminisces Mrs. Rose E. Pollard, a journalist and lecturer. "He knows about big London terminals and remote country stations. In his presence you do not need a railway guide. He will tell you which train to take, where to board it, and when it leaves and arrives. Like other good conversationalists, he can discuss a wide range of subjects. In an age when letter-writing seems to be a dying art, Joe keeps up a vast correspondence. His memory is fantastic. You should hear him quote long whole passages from memory. I have seen him surrounded by youngsters, taking them somewhere by rail and pointing out the sights of London. This is a real treat for present-day children who have been automobile-conditioned by their parents."

His two lifelong handicaps, he says, are procrastination and the temptation to hoard things. "I live in a bachelor flat in a state of perpetual disorder. Train pictures from several countries adorn the walls. I have a modest collection of books, including A. C. Kalmbach's *Railroad Panorama*, but no other railroadiana except photos; and am cluttered up with odds and ends I'll never use. Sometimes I summon courage to throw a few out, but it hurts."

You're not the only one, Joe. We are all junk collectors, more or less. Thoreau summed up his idea of the main purpose of life in one word: *Simplify*! ●

A Symbol of Broad-Gage Railroading in Britain

Photograph from British Railways, Western Region

This 4-2-2 locomotive, the *Buckley*, with a gage of 7 feet and one-quarter-inch, was built in 1880; pulled the last broad-gage trains on May 20th and 21st into and out of London's famous Paddington Station. We do not know her specifications.

BOOKS OF THE RAILS

by Gorton T.H. Wilbur

THE GREAT KICKING HORSE BLUNDER, by Edmund E. Pugsley, *95 pages*, 6x9″, hard cover, photos, train order, timetable; Evergreen Press Ltd., Vancouver, B.C., $8.50.

Ed Pugsley, contributor of many fiction stories and articles to *Railroad Magazine,* is firm in his condemnation of the Canadian Pacific for building a line to the Kicking Horse and over Rogers Pass instead of the Edmonton-Yellowhead route to the Pacific. Ed knows his British Columbia area well, having been a British Columbia Electric motorman for years, now retired. His book pulls out all stops in its interesting portrayal of the many brutal wintry weeks spent by frustrated men fighting deep snow and slides and often victims of ugly wrecks in those early days when the Canadian West was in the making. He low-keys the grandeur and majesty, from a rail passenger's standpoint, of this scenic spectacle from Banff to the Fraser River. Rather, he goes into the story of these iron men who spun their web of steel over the mountains, across gorges and along canyons. It was left to A. S. Going, chief surveyor of the Grand Trunk Pacific, 23 years after CPR had decided on its tortuous climb through the Selkirks, to make Yellowhead the GTP and Canadian Northern gateway to the Pacific. Ed's pix are good, especially for the mountain railfan seeking sights and tales of long ago.

THE SECOND DIESEL SPOTTERS GUIDE, by Jerry A. Pinkepank, 459 pages, 5½x8¼″, soft cover, photos, rosters, diagrams, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, Wis. 53233, $6.75. (Not available through Railroad Magazine Book Service)

Diesel fans will like this one. The book is organized according to builders, models, and specification numbers.

CATALOGUE OF STEAM LOCOMOTIVE TYPES, by W. Alva Long, 62 pages, 8½x11″, soft cover, photos, diagram; Economy Printing Co., Inc., Rte. 3, Box 167, Easton, Md. 21601, $4.95.

Every conceivable type of steam loco is featured here. Good mainline action pix: plenty of smoke and steam.

TRANSPORTATION: ECONOMICS & PUBLIC POLICY, by Dudley F. Pegram, 596 pages, 6¼x9¼″, hard cover, maps, graphs, text; Richard D. Irwin, Inc., Homewood, Ill. 60430, $16.

A worthwhile technical book.

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The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
NORFOLK & WESTERN STEAM, Rosenberg-Archer	$ 5.95	($ 5.65)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
400,000 MILES BY RAIL, by Blanton	$ 8.50	($ 8.05)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
DEPOT DAYS, by H. A. Stimson	$ 2.95	($ 2.80)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, by T. T. Tabet III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
OPEN THROTTLE (rail-fiction stories)	$ 4.50	($ 4.25)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$11.50	($10.90)
THE PULLMAN SCRAPBOOK, Bob Wayner	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***What is work equipment in railroad service?***

It is rolling stock designed especially for the construction and maintenance of the railroad, such as locomotive cranes, derrick cars, pile drivers, steam shovels, rail unloaders, dump cars, ballast spreaders, ditchers, weedburners, weedsprayers, inspection cars, instruction cars, dynamometer cars, clearance cars, scale test cars, handcars, track sweepers, rail defect detectors, camp cars, supply cars, and snowplows.

2 ***How would you define "commuter"?***

Our dictionary says: "One who travels regularly some distance between home and place of work, as a suburbanite employed in the city;" but we prefer this bit by Elwyn B. White:

Commuter—one who spends his life
In riding to and from his wife;
A man who shaves and takes the train
And then rides back to shave again.

3 ***What does it cost to eliminate a grade crossing?***

That's like the old classic question, "How long is a piece of string?" The bill depends upon the location, kind, and size of the crossing. The estimated cost of eliminating three grade crossings on the Long Island Rail Road is $25 million, plus $200,000 for escalators to two stations, at the rate of $8.4 million per crossing; but the tracks will be elevated for 2½ miles from Massapequa to Amityville and one station will be relocated 300 feet away.

4 ***Who was Dr. John Heineken?***

The driver of a carriage, pulled by a team of horses, involved in the wreck on the old Camden & Amboy (now part of Penn Central) near Burlington, N.J., on August 29, 1855. Two trains on a single track, one bound for Philadelphia and the other for New York, stopped short of meeting head-on. As the northbound train backtracked it ran into the carriage.

Before the engineer could realize what was happening, four wooden-bodied coaches had derailed and tumbled over the embankment killing or injuring several persons. Dr. Heineken escaped unhurt. The ensuing storm of protests concerning the use of single-track rail lines and lack of safety precautions brought about a few reforms. Among the safety devices adopted was a rear cow-catcher, which became known along the route of the Camden & Amboy as a "Heineken catcher."

5 ***Which railroad, built but never operated, had the initials PB&E?***

The Pittsburgh, Binghamton & Eastern, which linked Powell with Canton, Pa. Organized about 1900, it was graded from Towanda to Canton. A steel bridge was flung across Schrader Creek at Powell. It was projected from Binghamton to Pittsburg, a short cut from New England to the coal and steel districts of western Pennsylvania. Apparently, more than a million dollars were spent on construction. The prospectus said equipment would consist of 12 engines, 22 passenger, baggage, and express cars, and 1200 freight and coal cars. The panic of 1907 killed the road, which never opened for regular traffic. The line was officially sold to the Pennsy on Feb. 28, 1911, on the courthouse steps at Towanda, Pa. F. A. Sawyer, who promoted the PB&E, couldn't get the money to complete it and is said to have committed suicide. Manufacturers repossessed all the equipment.

6 ***When I was awarded a disability annuity last year, I did not have to give up my rights to return to the service of my last employer. Does this mean I could go back to a part-time job with my last employer and still get my annuity?***

No. Even though, as a disability annuitant, you need not waive your rights to return to service until you reach age 65, your annuity will not be paid for any month in which you work for a railroad or for your last non-railroad employer—that is, if your last job before retiring was for a non-railroad employer, regardless of how much you earned in that month.

7 ***Where were the Hamilton & North-Western and the Northern & North-Western?***

Chartered in 1871, the H&N-W was opened from Port Dover to Collingwood, Ont., Canada, in 1879. That year it was consolidated with the Northern Ry., becoming known as the Northern & North-Western. The Northern, in turn, was chartered in 1849 as the Toronto, Sarnia & Lake Huron. This was changed in 1857 to Ontario, Simcoe & Huron, and in 1858 to Northern. Meanwhile, in 1857, it took over the lines from Toronto to Collingwood, Meaford, and Muskoka. The N&NW (about 1880) ran from Port Dover to Allendale, 134 miles; Toronto to Collingwood, 95 miles; branches (Meaford, Beeton, Allendale, Bell Evart, Penetanguishene), 145 miles. It had 44 locos and 1200 cars and became part of the Grand Trunk in 1888.

8 ***What are cab signals?***

They are signals giving the same indications as wayside signals, shown in miniature on a small panel inside the locomotive cab. Signals are transmitted from track rails to engine by electric induction.

9 ***Name the divisions of the (1) Milwaukee Road and (2) Soo Line in the early 1930s.***

(1) Chicago Terminals, Chicago; Coast, Tacoma, Wash.; Dubuque and Illinois, Savanna, Ill.; Duluth, Minneapolis; Hastings and Dakota, Aberdeen, S.D.; Iowa, Marion, Iowa; Iowa and Dakota, Mason City, Iowa; Iowa and Southern Minnesota, Austin, Minn.; Kansas City, Ottumwa, Iowa; La Crosse and River, La Crosse, Wis.; Madison, Madison, Wis.; Milwaukee, Milwaukee; Milwaukee Terminals, Milwaukee; Rocky Mt., Butte, Mont.; Superior, Green Bay, Wis.; Terre Haute, Terre Haute, Ind.; Trans-Missouri, Miles City, Mont.; Twin City Terminals, Minneapolis.

(2) Minnesota, Enderlin, N.D.; Missouri River, Bismarck, N.D.; Duluth-Superior, Superior, Wis.; Stevens Point, Stevens Point, Wis.; Chicago Terminal and Fond du Lac, Fond du Lac, Wis.; Wisconsin and Peninsula, Minneapolis.

10 ***Have you the words to "The Callboy," by Floyd T. Wood?***

Yes, indeed. Here they are.

Sometimes he's past twenty, more often
he's not,

But he's hitting the ball with the best that he's got.
He's fresh as the devil and wise as an owl.
"Hey, Bill, sign this book here and cut out the yowl."

Sometimes he has money, more often he's broke,
But he's zippy and happy and keen for a joke.
He knows all the stalls that have ever been sprung,
So don't try to fool him or, brother, you're hung.

He may have flagged school but he's wrestled with life;
He's harder to kid than a lazy model wife.
He finds all the places where lazy rails lurk
And gets a big kick out of making 'em work.

This week he's on day shift; next week 'twill be nights.
He's wise where there's poker and game chicken fights.
Don't waste your time bluffing; you won't make it stick.
The callboy's a wizard at curing the sick.

11 ***Where in Florida did the GJ&S operate?***

It didn't. The Gainesville, Jefferson & Southern was a 3-foot-gage line in Georgia. Chartered in 1872, it was opened in 1884 from Gainesville to Monroe, 42 miles, with a 13-mile branch to Jefferson. When completed, it ran from Gainesville to Social Circle, 52 miles, and from Florence to Jefferson, 13 miles. In 1884, however, it was acquired and operated by the Georgia Railroad. The part from Gainesville to Monroe and Jefferson became part of the Gainesville Midland, while the Georgia absorbed the mileage from Monroe to Social Circle.

12 ***Dimensions, please, on Boston & Albany's Berkshire 1400's.***

B&A's 1400-1454 were known as Class A-1a,b,c, 2-8-4, had 28x30' cylinders, 63" drivers, 240 lbs. pressure, weighed 389,000 lbs. without tender, and exerted 69,400 lbs. of tractive force, with booster 81,400 pounds.

13 ***What steam railroads operated in California in 1934?***

Arcata & Mad River; Alameda Belt; Amador Central; Bay Point & Clayton; Camino, Placerville & Lake Tahoe; California Western R.R. & Navigation; Diamond & Caldor; Great Northern; Holton Inter-Urban; Inter-California; Indian Valley; Los Angeles & Salt Lake (UP); Los Angeles Junction; Modesto & Empire Traction; Minarets & Western; McCloud River; Nevada County Narrow Gage; Northwestern Pacific; Outer Harbor Terminal; Pacific Coast Ry; Pacific Electric (had one steamer); Quincy; San Diego & Arizona Eastern; Santa Maria Valley; Santa Fe; Southern Pacific; Sierra Ry. of Calif.; So. San Francisco Belt; Stockton Terminal & Eastern; Tonopah & Tidewater; Trona; Tidewater Southern; Ventura County; Western Pacific; Yreka; Yosemite Valley.

Running Extra

I want facts on the old Richmond, Fredericksburg & Potomac drawbridge over the North Ana River near Wistar and Boudar, Va. Also, on what divisions of the RF&P did they operate the Shay engines borrowed from a connecting mine railroad during World War I?—Frances O'Scheer, 18 E. Rosemont Ave., Alexandria, Va. 23201.

In reply to a question about Penn Central GP-20's: the Pennsy didn't have any, and New York Central had only 13, now numbered 2100-2112. Most of these locos are operating today and are serviced at Selkirk, N.Y. —Jeff Barteld, 40 Edith Ave., Saugerties, N.Y. 12477.

In 1916 the Frisco went into receivership. That same year a group of St. Louis bankers headed by George H. Walker created the Gulf Coast Lines, composed of the following Frisco subsidiaries in Texas and Louisiana: New Orleans, Texas & Mexico; St. Louis, Brownsville & Mexico; New Iberia & Northern; Orange & Northwestern, and the San Benito & Rio Grande Valley. So successfully were these lines operated that from 1916 until 1925, when the Missouri Pacific took them over, their stock advanced from $10 to well over $100 a share. Which banks operated the lines?—Floyd Rees, 3305 Leclede Ave., Los Angeles, Calif. 90039.

How come wrecking cranes don't tip or go off the track when they haul enormous loads following derailments? —John Gray, 77 High St., Newton, N.J. 07860.

History wanted of the engine *Reuben Wells* on display in Children's Museum in Indianapolis, Ind.—George Hickey, Jr., 576 Delta Ave., Cincinnati, Ohio.

I seek info. on the trolley line that ran from Ozone Park (City Line-Brooklyn-Queens) utilizing Jerome Avenue (now 101st). Anyone know of maps, pix, and history?—Gene Arenson, 97-42 78th St., Ozone Park, N.Y. 11416.

In what year was the first closed vestibule passenger car built and operated? By closed vestibule, I mean a fully enclosed platform. E. P. Alexander's book, *Down at the Depot,* pictures a closed vestibule passenger car at the Rochester depot, with the caption, "This picture taken in 1882 of the recently completed new station." It shows the large Rochester trainshed, several old locomotives, and two open platform coaches. Also the large modern-looking passenger coach with enclosed vestibule. I didn't know there were such cars in 1882.—Herbert Lowe, 1055 Citizens Bldg., Box 1527, Decatur, Ill. 62525.

Any info. on the Dressel Railway Lamp works? Is it still in operation? At one time it was located in New York and Chicago.—Doug Wade, 2321 Carlmont Dr., 202, Belmont, Calif.

I seek pix of New Haven steam and early diesel power taken in Rhode Island on the run between Westerly and Providence, especially at East Greenwich. H. W. Pontin informed me a while ago that photos taken by him along the Shore Line route of the NH were sold to a New York concern for future use in a book. Anyone know where I could locate this outfit and whether such a book has been published?—Elisha George Ellis, 96 Long St., East Greenwich, R.I. 02818.

As a boy, I remember watching the King Class engines of England on the GWR network. I need info. as to where I can get sets of slides, or pix of any of those grand old engines that ran in the U.S. This would interest the Great Western Railway club in Gloucestershire, England, as well as myself.—Dave Freeman, Box 5575, Jacksonville, Fla. 32207.

Is there a booklet or list on incline planes and cable railroads in the U.S. and elsewhere? What articles or books have been written on them?—M/Sgt. William M. Culin, USAF (Ret.), New Florence, Pa. 19944.

There used to be many cars in which mail was cancelled. Not many exist now, but how many?—Walter Brooks, Santa Ana College, Seventeenth at Bristol, Santa Ana, Calif. 92706.

Why wasn't the hook-screw-buffer European system ever accepted in the U.S.?—Bruce Moore, 1520 Leadville, Boise, Idaho 83706.

HOBBY CLUB

conducted by Sy Reich

LOST SIGHT OF by many tourist lines, in their eagerness to have railfans ride behind, let us say, Prairie No. 2 of East Cabbage & Mt. Tiddlewinks, is lack of info. on nearby motels and restaurants. The usual brochure carries the who, what, when, where, and why, plus the gift shop and hot-dog stand. This is good. It advertises your product. But how about the other side of the coin—accommodations for the railfan when he arrives, often with his family?

Maybe the visitors are just passing through. One ride and they are off to make North Quicksand before dark. We've seen it happen all over the country. Possibly the management has made it difficult, if not impossible, for the pilgrim to take more than one ride, due to his lack of knowledge about any nearby place for meals and a bed overnight.

Many fans drive their own cars or come by chartered bus and have quizzed us for motel and restaurants near various short lines. They were looking forward to that ride behind good ole No. 2, but they couldn't find any info. in the railroad's brochure about such accommodations. As a result, they don't make the trip and the railroad loses the business. This revenue is needed to run the tourist lines.

So, gentlemen, in planning your 1974 operation—and this job should be under way by now—give some thought to Gus Railfan and his family.

Chicago Chapter of R&LHS has three good speakers this fall to help commemorate the 125th anniversary of railroads coming to Chicago. George Hilton's topic on Sept. 14th is "The Monon in the 20th Century." On Oct. 12th Keith L. Bryant, Jr., will discuss "William Barstow Strong and the Expansion of the Santa Fe to Chicago," and on Nov. 9th John F. Stover will speak on "The Illinois Central and Its Traffic in the 1850s."

Hilton is a well known railfan author and professor of economics at UCLA and is preparing a Monon history. Bryant is a professor of history at University of Wisconsin, Milwaukee, and author of a recent biography of Arthur Stillwell, promoter of the Kansas Ciy Southern and KCM&O. He's doing a new Santa Fe history for the Macmillan "Railroads of America" series. Besides being a professor of history at Purdue, Stover is a member, along with Freeman Hubbard, editor of *Railroad Magazine*, of the editorial advisory board of The Railway & Locomotive Historical Society's publication, *Railroad History*. He is writing the new Illinois Central history for the Macmillan series. For further details query Chapter Chairman Charles H. Stats, 1104 S. Oak Park Ave., Oak Park, Ill. 60302.

Boulder, Colo., is saving its quaint old stone depot by moving it to a new location, according to Colorado Railroad Museum. The tower and bay will be restored. We hoped the restoration was completed in time for observance of the centennial of railroads into Boulder in September. The station served interurbans as well as trains of standard and narrow gages.

A. Von Blon, Box 6422, Waco, Texas, wants info. on the water brakes that the Denver & Rio Grande and the Colorado & Southern planned to use on their motive power about 1904. He is also looking for Texas Centennial items.

Norfolk & Western recently donated a duplex air pump and a simplex air pump, both Westinghouse, to the Maumee Valley Railroad Museum at Toledo, Ohio. A letter from Charles E. Sheats, president of the museum, had called attention to the need for steam air compressors for possible use on steam locos. The pumps, no longer in use, were located at the Conneaut, Ohio, shops, and the N&W donated them. The Museum is a non-profit organization dedicated to the preservation of local rail history.

For Niles Saunders of Peshastin, Wash., owning and operating a scale replica of a Milwaukee Pacific F-4 is the realization of his boyhood dream to be the hoghead of a steam loco. Saunders runs the engine over his own railroad, 2500 feet of track, through a pear orchard on his Peshastin Valley ranch. This attraction, complete with switches, rolling stock, signals, and a station, has tremendous appeal for the kids and their rides are free. Saunders was employed by the Milwaukee from 1916 until 1925, then by the Great Northern until 1945, when he retired to devote his full time to ranching. His loco is No. 6165, the same as that of the F-4 on which his father was engineer, pulling the *Columbian* for many years.

Celebrating a century of sleeping cars on the British Railways' East Coast mainline recently, special displays were set up at both ends of the Anglo-Scottish route. Victorian-costumed gals with a replica of an 1873 sleeping carriage The replica was built by three talented BR workers. A line-up of dollies at King's Cross depicted the type of nightwear each might have worn on the sleepers over the past ten decades.

Bay Area Electric has been given a half-mile of track by the Southern Pacific as a donation to the California Railway Museum at Rio Vista Jct. It was salvaged from the Knights Landing branch, recently abandoned. The museum also has received delivery of Sacramento Northern 101, formerly a Hall Scott steel passenger motor, used as a maintenance of way service diner.

The new Canadian National film, *The Goldie Rush*, currently appearing in Canadian theaters, takes a clever look at the country's scenic attractions through a combination of animation and beautiful stills. The result is a rollicking chase across 5,000 miles of landscape. *The Goldie Rush* was filmed for CN by Potterton Productions.

A good example of how railfan clubs help each other is a recent blurb in the Southwest Railroad Historical Society *Newsletter*. Editor Charlie Mizell, Jr., wrote that the Pacific Locomotive Assn., owners of the Castro Point Railway Museum, wants info. and pix of ex-Yosemite Valley RPO car 107, formerly Texas & New Orleans 193, or any of its twins in service. They ask how the car was painted while on the T&NO. The Museum operates two miles of track along San Francisco Bay. Contact Charles Mizell, Jr., 6623 Santa Fe Ave., Dallas, Texas 75223.

Retired CP Rail pipefitter John Petryshen, Moose Jaw, Sash., repairs and occassionally makes violins. One day on a remote farm he made two complete mandolins, buying only the strings. He has repaired more than 300 violins, some of which had been broken in as many as a dozen pieces! He also fiddles at dances and weddings.

Collecting lanterns once carried by conductors and brakemen is the hobby of Joseph A. Dion, 28 Pleaant St., Woodstock, Vt. Many of more than 250 specimens date back to 1850, and all are pre-1900. How do you date a railroad lantern? Two ways, says Joe. By the size of the globe and by the manufacturer's patent date, sometimes stamped on the metal frame.

The earliest lanterns had six-inch globes, while globes of the latest measure 3½". The whale oil burned at first was later replaced by kerosene, or coal oil. Early models had solid bell bottoms, brass tops, and often glass fonts. Open wire bottoms, tin tops, and fonts came

in about 1890. A rare find is a lantern without side wire-guards protecting the globe. Such items date from the earliest days of railroading and, for obvious reasons, were not manufactured for very long. Joe owns several of these. All of his lanterns are displayed on shelves at his home, where he swaps, buys, or sells.

Pen Pals Wanted

(No charge for Pen Pal listing)

Samuel McFarland (46), Fairview Apts., 3700/Sheaff Lane, Philadelphia, Pa. 19145, promises to answer all mail from railfans, male or female.

Bill Taylor (22), Hotel Floridian, P.O. Box 298, Jacksonville, Fla. 32201, wants girl pen pals.

Liza Papaya (26) and Teresitie Mutia (24), both of 269 P. del Osario Extension, Cebu City, Philippines.

Johnny Ryan (39, single), 15 Emerson St., East Weymouth, Mass. 02189.

Mrs. Helen McCarty (40), 214 Porter St., Salem, Ill. 62881.

Jerry Dent (20), 607 E. Main St., Narrows, Va. 24124, wheelchair case, wants general correspondence.

Yenyen Basa (23), 221 E. Junquera St., Cebu City, Philippines.

Bob Hoffman (23), 1250 La Playa Apt. 308, San Francisco, Calif. 94122, wants female pen pals.

Jim Dembiec (17), 951 Archwood Ave., Lorain, Ohio 44052, will correspond with all railfans, both sexes; interested in photography, also NKP, B&O.

James M. Thompson (24), B&O section foreman on St. Louis Div., Odin, Ill., wants railfanette pen pals.

Judith Abella (32), Ricarda Jaca (28), Carliot Dy (18), and Ermelinda Concillo (25), all c/o Leoncio Enterprises, Pedro Lopez St., Cebu City, Philippines.

Terry Piper (16), 1500 E. Main St., Rte. 50 East, Salem, Ill. 62881, wants to hear from black railfans.

M. E. Mickels (33), British Rail loco driver, 3 Gorsias, North Cornelly, near Pyle, Bridgand, Glamorgan, South Wales CF 334NG, Great Britain, will swap photos, news, etc., with North American loco engineers.

Coming Events

Sept. 12-16: First annual exhibit, rr. art and model craftsmanship, 852 N. Hollywood Way, Burbank, Calif. Write Geoffrey Darwin, Box 5429, Sherman Oaks, Calif. 91413.

Sept. 13-14: Railway Systems & Management Assn. conference on electrification, Lake Shore Club, Chicago.

Sept. 15: Morris County Central Museum annual benefit fantrip; steam power over Morristown & Erie. Write P.O. Box 237, Cedar Grove, N.J. 07009. (SSE)

Sept. 16: National Capital Trolley Museum, Parade of Trolleys, 1:30 p.m. and 3 p.m., 11 cars running. Contact Robt. Flack, 1909 Forest Dale Dr., Silver Spring, Md. 20903. (SSE)

Sept. 16: Reading RR push-pull diesel excursion to Shippensburg, Pa., about 94 miles. Lv. Reading 9 a.m., return about 6 p.m. Fare about $15. Contact Pottstown Chapter of NRHS, Box 47, Pottstown, Pa. 19464.

Sept. 22: excursion for 100th anniversary of two CP lines but with all-CNR consist over CP to Owen Sound. Return on CNR via Palmerston; 290 mile scenic route with photo run-bys. Lv. Toronto Union Station 8:30 a.m., return 9 p.m. Adults $14.40, kids $7.75. Write Upper Canada Railway Society, Box 242, Station M, Toronto, Ont., Canada.

Sept. 22-23: scenic Rio Grande Zephyr excursion over entire route of Vista-Dome streamliner, Denver to Salt Lake City. Contact Kenton Forrest, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Sept. 29: Berlin Bonanza, Portland, Me., to Gorham and Berlin, N.H., return, incl. trip Berlin branch, Grand Trunk Ry. Family style meal first 300 reservations by Sept. 15. Open-door baggage car, air-conditioned coaches, diesel power, lv. India St., Portland 8 a.m., return about 6:30 p.m. Adults $12, $8 kids, 8-12. Lunch adults $2.50, kids $1.50. Contact Ron Palmquist, The 470 Railroad Club, 16 Glen Avenue, Portland, Maine 04107.

Sept. 29: doubleheader steam excursion, Birmingham to Sheffield, over old North Alabama R.R. Contact Heart of Dixie Chapter of NRHS, P.O. Box 254, Birmingham, Ala. 35201.

Sept. 29-30: NY Chapter, R&LHS, fall foliage weekend trip from New York with East Broad Top steam; trolley rides; Dutch country supper, etc. Contact Geo. Basch, 85-35 143rd St., Jamaica, N.Y. 11435. (SSE)

Sept. 30: tri-state rail excursion, Portland, Me., to Island Pond, Vt.; over 300 miles on Grand Trunk, photo stops, etc. Lv. Portland 8 a.m., return about 7 p.m. Adults $18.50, kids, $10. Write Ron Palmquist, The 470 Railroad Club, 16 Glen Ave., Cape Elizabeth, Me. 04107.

Sept. 30: Marion, N.C., to Erwin, Tenn., on Clinchfield, return same day. Contact Exchange Club of Shelby, Roddey Eaves, 1305 Briarcliff Rd., Shelby, N.C. 28150, or Dave Hinson, 309 Circleview, Shelby, N.C. 28150. (SSE)

Oct. 6: Hoosac Tunnel Centennial Special. Festivities in North Adams, bus tours, air-conditioned Budd cars, train staffed by Mystic Valley Ry. Society. Lv. North Station, Boston 7:30 a.m., return 8:45 p.m. Adults $20, kids $12. Contact H. T. Centennial Committee, Box 804, North Adams, Mass. 01247.

Oct. 13: B&M branch lines ramble in conjunction with annual meeting of Railroad Enthusiasts in Boston area. Write Frank Kyper, trip chairman, Mass. Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, Mass. 01830.

Oct. 13: Fall foliage excursion over freight-only Richford subdivision, CV Ry., air-conditioned CNR coaches, snack service, open-door baggage car, photo run-bys. Adults $13.50, CRHA members $12, kids, $6.75, infants $2. Write Stan J. Smaill, Canadian Ry. Historical Assn.-Trips, Box 22, Station B, Montreal, Quebec, Canada.

Oct. 21: Railroadiana flea market, model trains, prototype collector items. Contact John R. Smith, Mansfield Model Railroad Club, 52½ N. Main St., Mansfield, Ohio 44902.

Oct. 27: Autumn Leaves steam special behind Clinchfield's One-spot, 282 mile route thru Marion, Altapass, Spruce Pine, N.C. $2 box lunch ordered with ticket, capacity limited. Lv. Spartanburg 8:30 a.m., return 7 p.m. Adults $16, kids, $9. Write J. H. Blanton, tickets chairman, Blanton Insurance Service, Pinewood Mall, Spartanburg, S.C. 29303.

Nov. 3-11: 8-day escorted rail special over steam-operated lines in Portugal; Mikes, Mallets, Moguls. (SSE) Contact Edgar T. Mead, tour director, Dartmouth Travel Bureau, Hanover, N.H. 03755.

Oct. 7: special PCC trolley trip on PAT, Pittsburgh, Pa. Lv. Grant and Liberty sts., 11:30 a.m., trip ends 5:30 p.m.; 1600 series car used. Adults $5, kids, $2.50. Write Ernest Kovac, 416 Second Ave., Bethlehem, Pa. 18018.

Oct. 20-21: First annual open house on New Hope & Ivyland by New Hope Chapter of NRHS. Unlimited rides on all trains, steam mixed, ex-Pennsy doodlebug 4666, night train trip on Sat. with movie-slide show aboard, buffet meals, both days, on ex-EL diner-lounge 747, guided tours of enginehouse, photo run-bys. Richard Roden, chairman, 910 W. Cobbs Creek Parkway, Yeadon, Pa. 19050. (SSE)

Oct. 27-28: Steam on B&M and CV. Boston to Montpelier, Vt., and return behind other steam. Proceeds help restore ex-CNR 4-6-2 5288. $50 per seat. Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101.

Nov. 16-30: Mexican Fiesta Rail and Sea Cruise, Pacific Coast Chapter, R&LHS, private Pullman from San Francisco, Los Angeles to Mexico City, Acapulco on scenic mountain rail route. Seven day cruise. Rates start $1,070. Write James Weinberger, tour director, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Kentucky Short Lines

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Cadiz Railroad								
7	300	GE	45 ton	B-B	27,000	90,000	1954	
8	660	Alco-GE	S1	B-B	49,500	198,000	1941	17
9	660	Alco-GE	S1	B-B	?	?	1948	18
Carrollton Railroad (owns no locomotive)								
Clinchfield Railroad								
200	1500	GM-EMD	FP7A	B-B	60,510	242,730	1952	
250	1500	GM-EMD	F7B	B-B	60,000	240,000	1950	22
350-355	1200	GM-EMD	SW7	B-B	61,067	244,268	1950	
356	1000	GM-EMD	NW2	B-B	60,000	240,000	1949	19
357-360	1000	GM-EMD	NW2	B-B	60,000	240,000	1947	20
361	1000	GM-EMD	NW3	B-B	55,000	220,000	1942	21
800-805	1500	GM-EMD	F3A	B-B	60,130	240,530	1948-9	1
806-814	1500	GM-EMD	F7A	B-B	60,130	240,530	1951	1,23
815-820	1500	GM-EMD	F7A	B-B	60,130	240,530	1952	
821	1500	GM-EMD	F7A	B-B	59,500	238,000	1949	2
822	1500	GM-EMD	F7A	B-B	59,500	238,000	1950	2
823	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	3
850-852	1500	GM-EMD	F3B	B-B	60,180	240,730	1948-9	23
853	1500	GM-EMD	F7B	B-B	60,180	240,730	1949	23
854-860	1500	GM-EMD	F7B	B-B	60,180	240,730	1951	23
861-863	1500	GM-EMD	F7B	B-B	60,180	240,730	1952	23
864-868	1750	GM-EMD	F9B	B-B	60,180	240,730	1955	23
869	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	5
900-911	1500	GM-EMD	GP7	B-B	60,345	241,379	1950	23,24
912-916	1500	GM-EMD	GP7	B-B	60,345	241,379	1952	23
917-918	1750	GM-EMD	GP9	B-B	60,345	241,379	1956	23,24
919	1500	GM-EMD	GP7	B-B	64,080	248,310	1950	6
2000-2009	2000	GM-EMD	GP38	B-B	66,250	265,000	1967	
3000-3007	3000	GM-EMD	SD40	C-C	98,000	392,000	1966	
3008	3000	GM-EMD	SD40	C-C	98,000	392,000	1968	
3009-3014	3000	GM-EMD	SD40	C-C	98,000	392,000	1969	
3015-3024	3000	GM-EMD	SD40	C-C	98,000	392,000	1971	
3600-3606	3600	GE	U36C	C-C	97,500	390,000	1971	
3607-3616	3600	GM-EMD	SD45	C-C	97,500	390,000	1972	
Frankfort & Cincinnati Railroad								
100	600	GE	70-ton	B-B	35,000	140,000	1946	
101	600	GE	70-ton	B-B	35,000	140,000	1947	25
102	600	GE	70-ton	B-B	35,000	140,000	1947	8
Kentucky & Indiana Terminal Railroad								
44-46	1000	Baldwin	VO 1000	B-B	71,245	237,480	1942	9
47	1000	Baldwin	VO 1000	B-B	72,245	240,980	1943	9
48-50	1000	FM	ALT 100.6A	B-B	72,000	240,760	1947	26
51-52	1000	FM	ALT 100.6A	B-B	72,000	238,700	1948	26
53-54	1000	BW	DS 4-4-1000	B-B	69,000	230,000	1948	27
55-59	1000	FM	ALT 100.6A	B-B	62,095	248,380	1949	
60-64	1200	FM	H12-44	B-B	61,775	247,100	1951	
65-66	1200	FM	H12-44	B-B	61,800	247,200	1953	
67-68	1500	GM-EMD	SW1500	B-B	60,712	246,510	1966	
70-71	1500	GM-EMD	SW1500	B-B	60,068	246,530	1968	
72-76	1500	GM-EMD	SW1500	B-B	62,025	253,850	1971	

Kentucky & Tennessee Railway

101	1000	Alco-GE	S2	B-B	69,000	230,000	1943	10
102-103	1000	Alco-GE	S2	B-B	69,000	230,000	1944	10
104	1000	Alco-GE	S2	B-B	69,000	230,000	1949	11

Morehead & North Fork Railroad

15	660	Alco-GE	S1	B-B	59,850	199,500	1940	28
16	660	Alco-GE	S1	B-B	59,950	199,900	1946	29

Paducah and Illinois Railroad (owns no locomotives)

Tennessee Central Railway (final roster)

50	660	Alco	HH 660	B-B	?	?	1939	12
51	660	Alco-GE	S1	B-B	49,500	198,000	1941	17
75-77	1000	BW	DRS 4-4-1000	B-B	60,000	240,000	1948	13
248	1600	Alco-GE	RS-3	B-B	62,000	249,750	1951	16
249-250	1600	Alco-GE	RS-3	B-B	62,000	249,750	1951	16
251-254	1600	Alco-GE	RS-3	B-B	61,750	246,990	1950	14,33
255-258	1600	Alco-GE	RS-3	B-B	61,830	247,320	1952	33,34
259-260	1600	Alco Pr.	RS-3	B-B	61,075	244,300	1956	32,33
301-302	1800	Alco Pr.	RS-11	B-B	60,240	241,000	1962	15,30
303-305	1800	Alco Pr.	RS-11	B-B	60,240	241,000	1963	15,30
400-401	2000	Alco Pr.	DL-721A	B-B	60,650	242,600	1966	14,31
801-805	1500	Alco-GE	FA-1	B-B	58,900	235,600	1949	14,15
801B	1500	Alco-GE	FB-1	B-B	?	?	1949	15

Roster is based on data from Precision National's traffic manager, L&N's public relations associate, K&T's president, Carrollton's vice pres. and treas., and Clinchfield's gen. mgr. It is accurate as of first quarter, 1973. For the purpose of our rosters, a short line is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles.

Locomotive builders: GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; FM, Fairbanks Morse; BW; Baldwin-Westinghouse; Alco, American Locomotive Co.; Alco Pr., Alco Products.

(1) Clinchfield 800-805 upgraded to F7A's (1952). Clinchfield 805-806 upgraded to F9A's (1955) with 1750 hp.

(2) Clinchfield 821-822 were originally Nashville, Chattanooga & St. Louis 814, 822; then Louisville & Nashville 1814, 1822; then Clinchfield 821-822.

(3) Clinchfield 823 was originally NC&SL 914, then L&N 1914, then Clinchfield 823.

(4) Clinchfield 850-852 upgraded to F7B's.

(5) Clinchfield 869 was originally NC&SL 918, then L&N 1918, then Clinchfield 869.

(6) Clinchfield 919 was originally NC&SL 753, then L&N 1753, then Clinchfield 919. (7) Omitted.

(8) F&C 102 no longer on roster.

(9) K&IT 45, 47 sold to GM-EMD in trade for 67-68. K&IT 44, 46 sold to GM-EMD in trade for 70-71.

(10) K&T 101-103 were originally Denver & Rio Grande Western 110, 118-119; then George R. Silcott 110, 118-119; then K&T 101-103 (1963).

(11) K&T 104 was originally Delaware & Hudson 3028, then K&T 104.

(12) TC 50 scrapped in 1963.

(13) TC 75-77 sold to Alco Products; scrapped.

(14) TC 254, 801 were traded to Alco Products for 400-401.

(15) TC 802-805, 801B were traded to Alco Products for 301-305.

(16) TC 248-250 were originally Reading 502, 508, 518; then sold through Alco Products to TC, becoming TC 248-250; then sold to L&N, renumbered 248-250. L&N 248 sold to Railway Supply Co.

(17) TC 51 sold to the Cadiz, renumbered 8 (11/68).

(18) Cadiz 9 was originally East St. Louis Junction 100, then Union Starch ?, then Miles Laboratories ?, then Precision National ?, then Cadiz 9.

(19) Clinchfield 356 was originally Jacksonville Terminal 36, then Pan American Engineering 36, then Clinchfield 356 (11/70).

(20) Clinchfield 357-360 were originally Apalachacola Northern 701-704, then Clinchfield 357-360 (12/70).

(21) Clinchfield 361 was originally Great Northern 5405, then GN 180, then George R. Silcott 180 (1968), then Clinchfield 361 (11/70).

(22) Clinchfield 250 was originally NC&SL 919, then L&N 1919, then L&N 723 (1st), then Clinchfield 250 (2/69).

(23) Clinchfield 808, 850-868, 903, 916-917 were traded to OM-EMD for new power.

(24) Clinchfield 906, 918 scrapped.

(25) F&C 101 sold to George R. Silcott, then to Nipak, Inc., and renumbered 1.

(26) K&IT 48-52 sold to GM-EMD.

(27) K&IT 53-54 sold to Seaboard Coast Line, renumbered 92-93 (2nd).

(28) M&NF 15 was originally Elgin, Joliet & Eastern 215, then George R. Silcott 215 (4/24/63), then M&NF 15.

(29) M&NF 16 was originally Long Island Rail Road 404, then Streigel Supply & Equipment 404, then George R. Silcott 404, then M&NF 16 (5/2/66).

(30) TC 301-305 sold to L&N, renumbered 910-914.

(31) TC 400-401 sold to L&N, renum. 1316-1317.

(32) TC 259 sold to L&N, renumbered 259.

(33) TC 251-253, 255, 260 scrapped.

(34) TC 256-258 sold to Illinois Central, then to Precision Engineering; scrapped.

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STEAM ACTION: 12 quality 8x10 glossy photos, 12 roads, freight, passenger, $10 postpaid. Other steam, early diesel photos. List for SSE.—Joe Quinn, Box 1044, Tillson, N.Y. 12486.

READ ABOUT grand opening of Liverpool & Manchester Railway, Sept. 15th, 1830. First-hand account reproduced from Mechanic's Magazine, pub. London, England, Sept. 25th, 1830. Details, planning, financing, and construction of first public railroad in the world. A must for the rail historian. 24 pages, paperbound; only $1.75, postpaid.—Railroad Exchange, 151 Park St., Gardner, Mass. 01440.

WANT 2¼x3¼" size b&w prints or color slides of any wooden passenger cars (head end included) of any road, built between 1890-1906. No M.W. equipt. Prefer ¾ view.—Harold E. Miller, 194 Smith St., Apt. 3-N, Freeport, N.Y. 11520.

WANTED: employees timetables of the Colorado Central; Denver, Leadville & Gunnison; Union Pacific; Denver & Gulf.—Library, Colorado Railroad Museum, P.O. Box 641, Golden, Colo. 80401.

SP&S FANS. Quarterly publication on SP&S history, motive power, equipment, modeling information, $4 yearly. Send for sample copy and membership information.—SP&S Technical Society, 95 Smull Ave., West Caldwell, N.J. 07006.

FOR SALE: photos of American and Canadian stations, price 15¢ each. No list. For further details please write E. Emery, 398 Runnymede Rd., Toronto, Ont. M6S 2Y8, Canada.

BILL PRESTON, Box 2151, Indianapolis, Ind. 46206, has for sale employees timetables, trainsheets, railroad photos of Big Four, NYC, PC. (SS for list.)

HISTORY OF THE READING RAILROAD, by Jay V. Hare, former secretary and treasurer of Reading Co., 47 rare articles dated 1909 to 1914, covering the main line, 25 branches, 2 canals, privately published. Limited edition; 100 copies remaining. $14.50 postpaid, insured. Send for brochure. 200 Assorted Trains magazines, 1944-73, $50 postpaid, insured.—R. N. Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

CERA also has available "Badger Traction," story of the smaller electric railways of Wisconsin, only $10. Dept. R, Box 503, Chicago, Ill. 60609.

WANTED: steam photos from such roads as Pittsburgh, Shawmut & Northern; Pittsburgh & Shawmut; Clarion River; Sheffield & Tionesta; Tionesta Valley, and all predecessor roads. Will pay top money for good, sharp photos. Please forward all particulars to E. Emery, 398 Runnymede Rd., Toronto, Ont. M6S 2Y8, Canada.

ARNOLD B. JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, has lists for back issues of Railroad, Trains, Model RR'er, Model Builder, RRMC, Toy Trains, others. Also old public TTs, old rr. books. Lists for stamped envelope, 16¢ if more than 5 lists requested. specify rr. on TT lists. Also have many 1940-'50 era N.Y. and other cities trolley transfers, 7 for $1, my choice of city and dates. Collections also bought of all types of railroadiana.

OFFERING 1,000 negatives for sale from our private collection. Send 25¢ and self-addressed envelope for first list.—Edward Kochanch, P.O. Box 170, Prospect Heights, Ill. 60070.

CLOTH RAILROAD PATCHES, 3 for $1, color postcards, railroad, trolley, 5¢ each. Newly-made traction pencils, ash trays, plaques, bargain books. Send 20¢ for lists or $1 for big complete catalog.—William Krueger, 2018 Leo St., Dayton, Ohio 45404.

WANTED: keys, locks, lanterns, badges, timetables, train orders, clocks, etc., from Oregon Railroads; Southern Pacific, Oregon & California, Corvallis & Eastern, Pacific Railway & Navigation Co., Salem Falls City & Western, Coos Bay, Roseburg & Eastern, etc. Also Railway & Locomotive Historical Society Bulletin 94, March 1956.—Scott Pirie, 823 Armstrong Ave., Eugene, Oregon 97402.

SOUTHERN RAIL PHOTO SERVICE, Box 3262, Augusta, Ga. 30904, sells b&w diesel prints; list and sample photo 25¢. Also Southeastern train orders for sale or trade. SSE brings list of train orders available.

COMING: ALBANY & HUDSON "Fast Line." Third rails, trolley poles, pantographs, cars 60-now in "Fonda, Johnstown & Gloversville Railway." 224 pages, 370 photos, $4.95. "Buffalo, Lockport & Rochester Railway," 84 pages, $2.50. —Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

ONTARIO, NORTHLAND RAILWAY story in 25,000-word typescript, 15 maps, over 40 b&w pictures, index, bibliography, 165 pages, 8½x11" card covers with artwork, plastic binding, $7.50 by money order, postpaid. Box 997, Armdale, Nova Scotia, Canada.

CERA has 17x22" maps of the Milwaukee city and interurban networks, only $1 for both. Dept. R, Box 503, Chicago, Ill. 60690.

RAIL FILM MONTHLY: photo locations, old railroad postcards, negatives, nad original slides of diesels, steam traction, and mainline electrics listed to buy, sell, or trade. Send 50¢ to Box 4676, San Francisco, Calif. 94103.

VERMONT RAILROAD photographs. Full-color photographs of Vermont motive power, freight cars, and right-of-way structures. All photos taken by a professional photographer. Send SSE for list of photos available. Send to W. C. Comes, Jr., P.O. Box 105, Hancock, Vt. 05748.

PAUL B. DUNN. 912 Arch St., Zanesville, Ohio 43701, wants negs. or slides of British Columbia Railroad, also negs. of Penn Central 8398 and 8399.

B. D. MICKEMS, 1250 Waldron Ave., University City, Mo. 63130, buys old railroad stocks, bonds, and some obsolete items. Please write a full description.

HARRY SCHIMM, 2041 Pandosy, Kelowna, B.C., Canada, sells rr. pics, list 50¢. Buys, trades die negatives, slides. Also purchased Canadian negative collections, CV, GTW, and DW&P.

PAUL B. DUNN, 912 Arch St., Zanesville, Ohio 43701, is selling collection of negs. and pictures of the late Robert Shaw, consisting of trolleys and interurbans; also Railroad Magazine from 1937 and several Trains magazines. Send SSE for lists.

EDWARD W. MAXWELL, 3529 E. 9th Ave., Gary, Ind. 46403, buys railroad playing cards and brass switch keys. Please include asking price and condition of items for my best offer.

RAILROAD AND STEAMSHIP dining service silver and chinaware from New Haven, Southern, New England Steamship Co. and Fall River Line. Send large SSE for list. Depot Attic, 350 Ashford, Dobbs Ferry, N.Y. 10522.

CERA's "WEST PENN TRACTION" describes the fascinating interurban system of Western Pennsylvania and West Virginia, $10. Dept. R, Box 503, Chicago, Ill. 60890.

RMS has over one dozen different prints by Bob Lorenz, including Boston & Albany Berkshire 1434 climbing Washington Summit, for only $1.50 each. Send $1 (refundable) for handy catalog to Replica Mail Specialties, P.O. Box 2820, Grand Central Station, New York, N.Y. 10017, Dept. R-1a.

SELLS PLANS of Pullmans, passenger cars, steam, diesel equipment assigned to New England flyers 1920-'64, all types. List of plans cover B&M, MeC, Rutland, BAR, NH, CNR, GT, CP, and Pullman plans. Send 50¢ for list and sample plan.—G. Barth, 268 Grove St., Charleston, S.C. 29405.

WANTED. Litchfield & Madison photos, rosters, historical, technical, or any other data, etc. —Dan Cheragott, 3960A Britanny Circle, Bridgeton, Mo. 63044.

FOR SALE: nationally known miniature railroad 9 7/16-inch gage. One sixth (1/6) full size. Complete with automatic air brakes, signals, track. Two (2) diesel type locomotives. Thirty-one (31) steel underframe cars with fully-sprung equalized trucks (6- and 4-wheel). Completely overhauled with forged alloy steel wheels, case-hardened treads, Timken bearings. One locomotive can pull one hundred (100) adults. Ruggedly built for hard use and long life, with very little maintenance. Not a toy. It can be used for research, hobby, or profit. Cash $66,500. Illustrated catalog, $5. Not listed in catalog are spare parts, tools, patterns, jigs, etc., all extra. Subject to prior sale.—Henry E. Becker, Centerville & Southwestern R.R. (Becker Farm), Livingston Ave., Roseland, N.J. 07068.

RMS: unique gifts for everyone. Railroad jewelry: tie bars, scatter pins, lariat ties, and key rings; books by Golden West, Kalmbach, Stephen Greene, and Superior; drawings by Bob Lorenz. Our handy catalog available for one dollar (refundable) to Replica Mail Specialties, P.O. Box 2820, Grand Central Station, New York, N.Y. 10017, Dept. R-1b.

CERA has only a few copies of "Rapid Transit in Cleveland" available; be sure to obtain yours $2.50, Dept. R, Box 503, Chicago, Ill. 60690.

WANTED: Union Pacific photos, negatives, or 35mm slides, color and black & white of steam in action on the Union Pacific Kansas Division—Thomas P. Tobias, 2301 Ironton St., Aurora, Colo. 80010.

NOTED COLORADO railroad photographer wishes to liquidate large collection of 16mm movies and color transparencies (35mm) and larger. Write MS. Travel Films, 6430 Xavier Court, Arvada, Colo. 80003.

ATTORNEY WANTED, licensed to practice in Indiana, who is a railfan or modeler, to help me recover property from model railroad firm —Jack McCourt, 15 Colonial Ave., Marlton, N.J. 08053.

GEORGIA NORTHERN and other Pidcock shortlines; Georgia, Ashburn, Sylvester & Camilla; Albany & Northern: want photographs, information, other data—W. Leon Pippin, Jr., Department of History, Clemson University, Clemson, S.C. 29631.

AL CONRAD, 96 Buckhaven Hill, Upper Saddle River, N.J. 07458, buys good 35mm diesel action slides of Erie, DL&W, EL, WM, SP&S, LV, CNW, NP, GN.

WES HAMMOND, 1145 Bedford St., Fremont, Calif. 94538, sells original Kodachrome slides on approval. SP, WP, AT&SF; 25 short and belt lines. Engines. m of w, cabooses, depots, fire trucks, and boats.

RAILWAY BOOKS, TT, Model Railroader, Trains, Railroad Magazine. Revised list for SSE.—Wm. Dauterman, 5449 Paradise Valley Rd., Hidden Hills, Calif. 91302.

E.J. MCGRATH, Box 376, Mahanoy City, Pa. 117948, Sells emp. tts.: Phila. & Rdg., 1910—23, Rdg. Co., 1926—49. List for large SSE.

Canadian Steam Photos, actions and stills: CN, CP, ONR, T&ND, NAR, PGE, Newfoundland, etc. Over 40-page list and 8x10" sample, $2.—Dick George, 323 Chartwell Rd., Oakville, Ont., L6U 4A1, Canada.

EMD cab unit and three booster units with enamel coloring as a tie tac or tie clasp, $2.25. Matching cuff links, $2.25 per pair. Lapel emblems, $1.45 each. Other railroad and bus items available—Transportation Jewelry, Box 214, Fall River, Mass. 02724.

PASSENGER-CARRYING TRAINS, 3½" to 24" gages, steam, gas, all types, new, used, custom-built; photos, brochure $1.—Bill, "Trains" 130 County St., Seekonk, Mass. 02771.

CERA, Central Electric Railfans' Association, since 1938 the most active electric railfan group. Over 1,700 members enjoy regular Bulletins (the books described elsewhere)., regular meets in Chicago, and great fantrips. Membership is a bargain at $10. Write for complete information. Dept. R, Box 503, Chicago, Ill. 60690.

FOR SALE, AUCTION! Hundreds of choice railroad and related things, both paper and hardware, all authentic, most old, much rare. Keys, locks, lanterns, lamps, wax sealers, china, silver, badges, buttons, uniforms, passes, catalogs, timetables, menus, booklets, maps, pictures, brake-clubs, brass whistles, gages, steam locomotive builder plates, Simmons-Boardman Cyclopedias (original editions), photos, old Official Guides; much, much more. Will range from museum pieces to fairly common. Everything guaranteed as to condition and origin. No junk, no fakes. Purpose of auction (my first) is to reduce stock prior to relocation. I am a full-time professional and regarded by many as the leading independent mail-order rr. "hardware" dealer. My regular (repeat) customers include the Smithsonian, other museums, and most of the advanced collectors in the U.S. Auction will feature things no other dealer can offer. Send three 8¢ stamps to Scott Arden, RR, Auction, Noti, Oregon 97461.

Miscellaneous

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Roster Corrections

The printer must have had a grand time setting our Kansas City Terminal Railway roster in the Kansas Short Lines listing (Aug. '73). Unfortunately, none of the tractive efforts or weights listed are correct and not all the dates and notes are right. The correct information is as follows:

Road Numbers	Tract. Effort	Weight	Date	Notes
40	58,200*	194,000	1940	13
41-43	59,400*	198,000	1941	13
44	59,400*	198,000	1941	13
50	69,000*	230,000	1938	13
51	69,000*	230,000	1940	13
52	69,000*	230,000	1940	20
53-57	69,000*	230,000	1945	13,14,20
58-59	69,000*	230,000	1949	20
60-61	63,200	252,900	1938	14,21
70-79	61,000	248,000	1964	

In the note section of the same roster, GM-EMC stands for General Motors-Electro Motive Corp.

A typesetting error in the Erie Lacakawanna roster (Aug. '73) was not corrected. Units in the FE-13DD class should read: 6011, 6012, 6014; 6021, 6022, 6024; 6031, 6032, 6034; 6041, 6042, 6044. Units in the FE-13D class should read: 6511, 6512, 6521, 6522, 6531, 6532; 6541, 6542.

Another group in the same class should read: 7001, 7002; 7004, 7003; 7011, 7012; 7014, 7013; 7021, 7022; 7024, 7023; 7031, 7032; 7034, 7033; 7041, 7042; 7044, 7043; 7051, 7052; 7054, 7053. A group of the FE-15AD should be numbered 7091, 7094, 7101, 7104. Still another group in this same class should be numbered 7092, 7093, 7102, 7103.

To make sense, a hyphen should have been placed at the end of the fifth line of notes and a period instead of a semicolon at the point between Products and Tractive on the next to last line of the second paragraph. I hope all readers know that NI&M stands for Naporano Iron and Metal and that SS&E stands for Streigel Supply and Equipment. Without such information, some readers might be puzzled.—Sy Reich. ●

Abandonment of Trackage

Southern Pacific—42.344 miles, Lake Charles to DeRidder, La.

Miles of abandonment authorized by ICC for July, 1973—42.344.

Proposed Abandonments

Sacramento Northern—Sutter to Tarke, Calif.

Missouri Pacific—Eudora, Ark., to Delhi, La.

Cadillac & Lake City Ry.—Falmouth branch, Missaukee, Mich.

Cleveland, Cincinnati, Chicago & St. Louis (Penn Central)—Clyde to Tiffin, Ohio.

Penn Central—Post Rd. to Rensselaer, N.Y. ●

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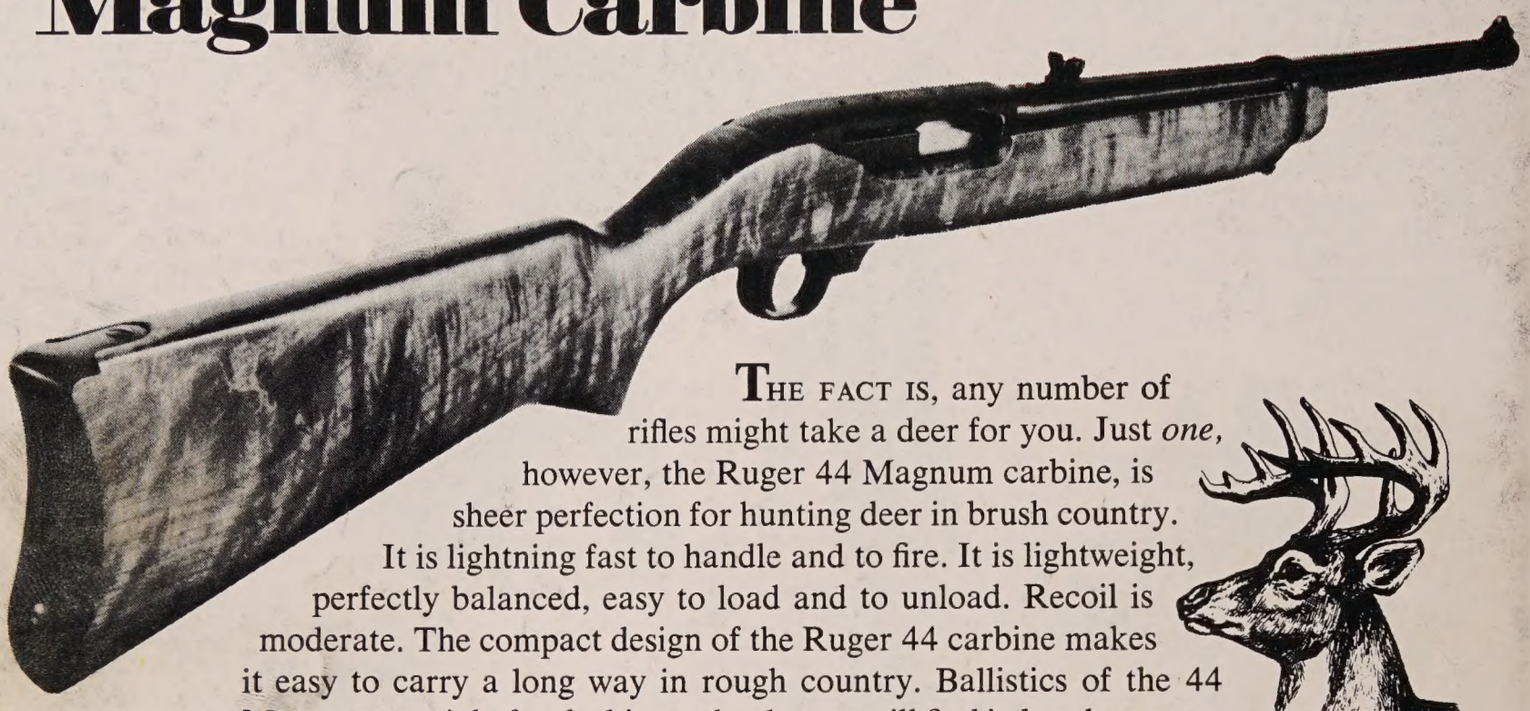

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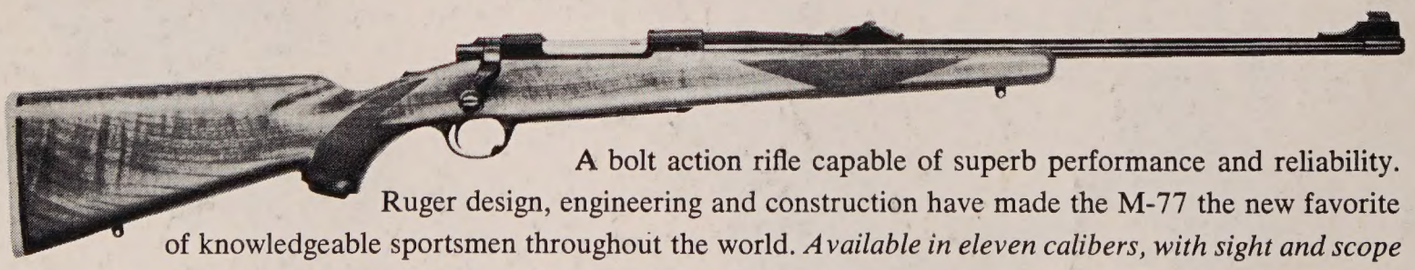

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